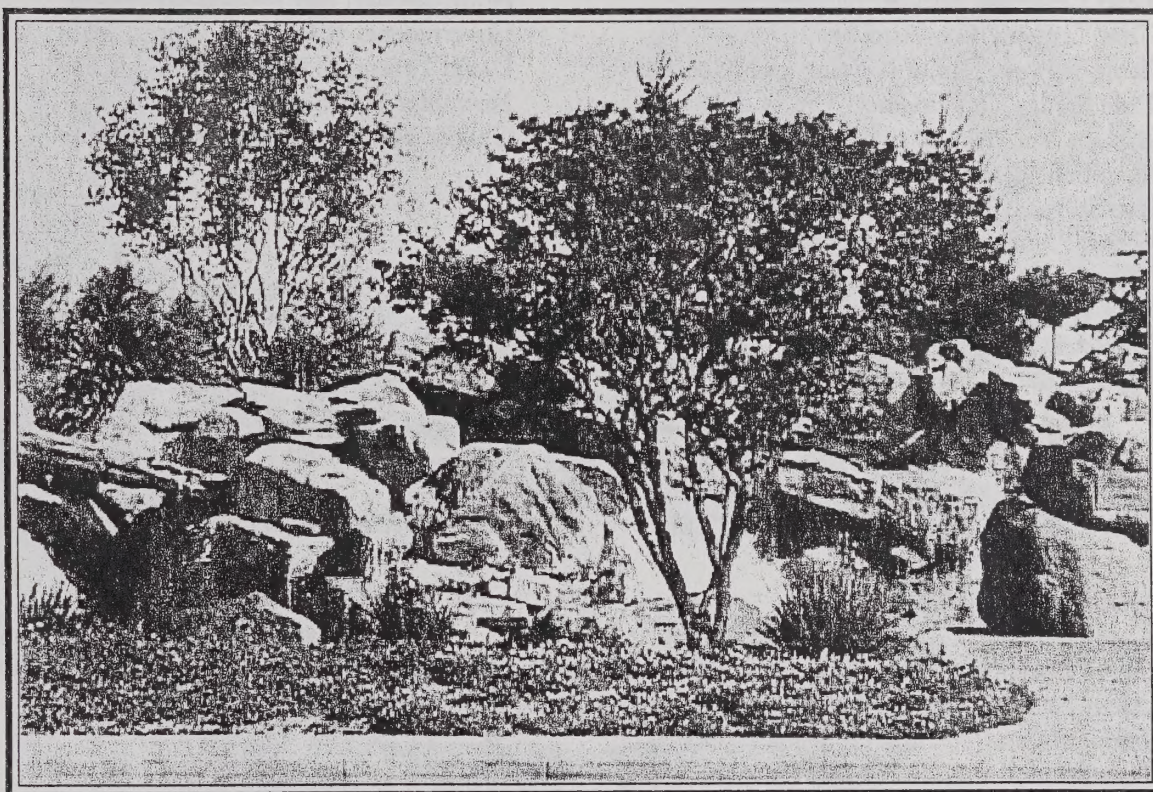


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City of Ripon General Plan 2035



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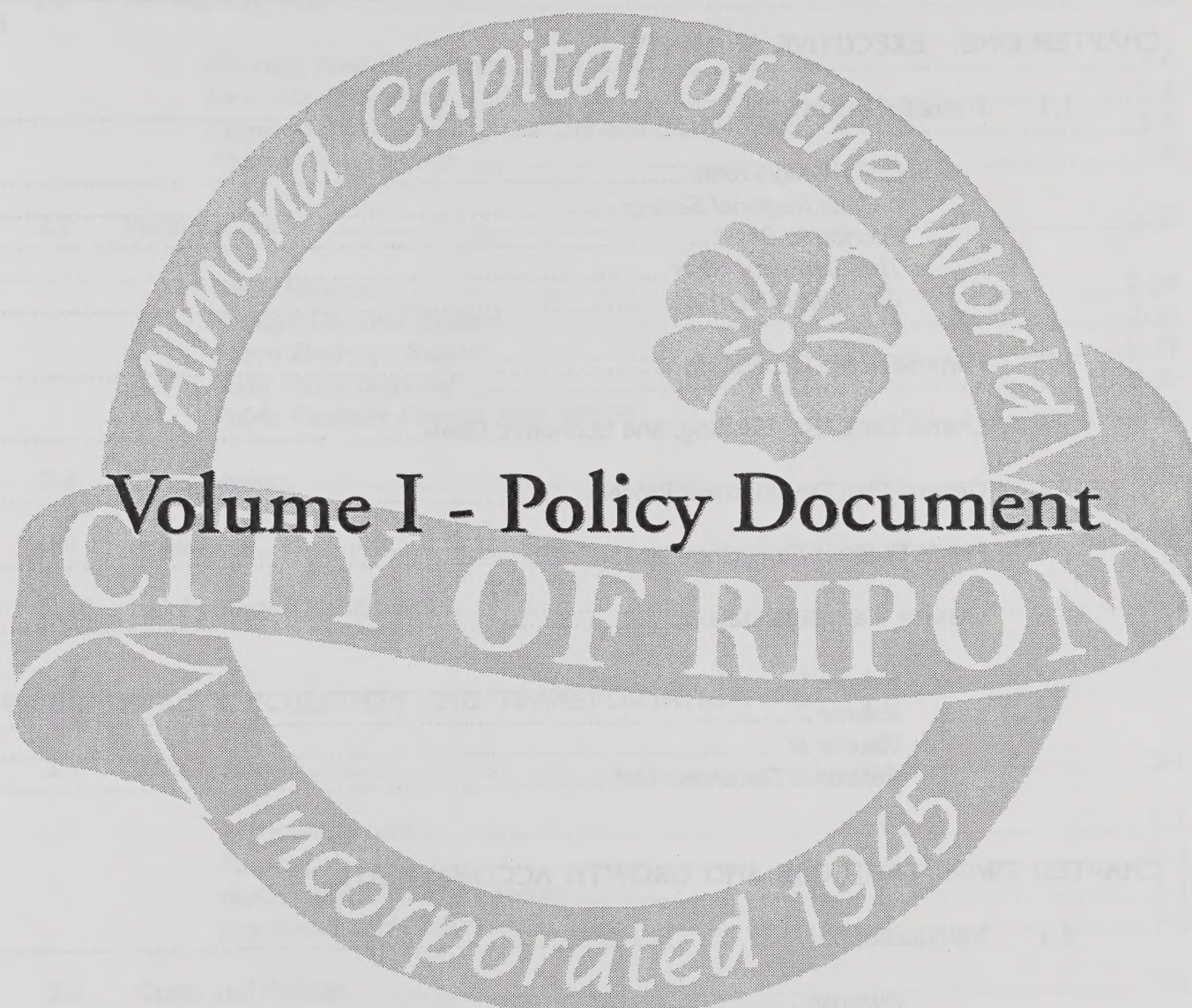
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Volume I - Policy Document

CITY OF RIPON

VOLUME I

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Chapter One: Executive Summary

VOLUME I - CHAPTER ONE

EXECUTIVE SUMMARY



1.1 PORTRAIT OF RIPON

Community Profile

Known for its *small town* charm, Ripon presents a quality of life unequaled in the region. The Main Street area of the historical downtown section of the City has recently received a major facelift, which has contributed greatly to sustaining its economic value to the community. These efforts, along with a surge in the construction of high-quality housing throughout the community, help make Ripon an extremely desirable place to live and work.



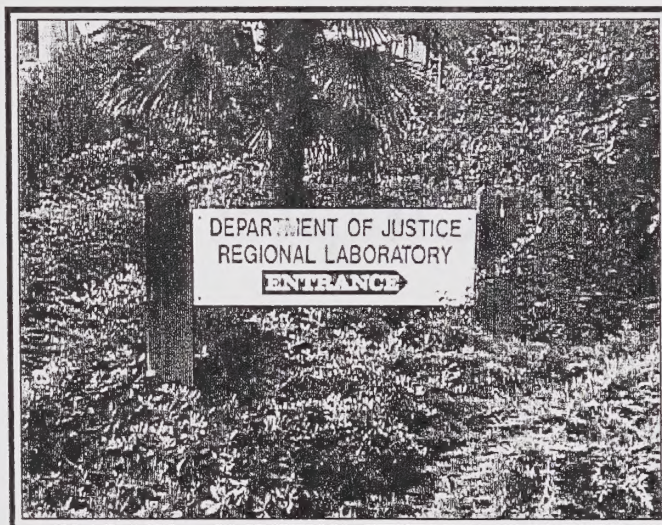
Main Street looking west from overcrossing

A Great Regional Setting

Nestled along the Stanislaus River, and located in the northern section of the San Joaquin Valley, Ripon is the southern most community in San Joaquin County. It lies between Stockton (20 miles to the north) and Modesto (4 miles to the south) and is bisected by State Route 99 and the Central Valley route of the Union Pacific/Southern Pacific Railroad.

(Exhibit 1.1 shows Ripon's regional location.) Ripon is fast becoming recognized for being a strategic location for regionally related businesses and industries.

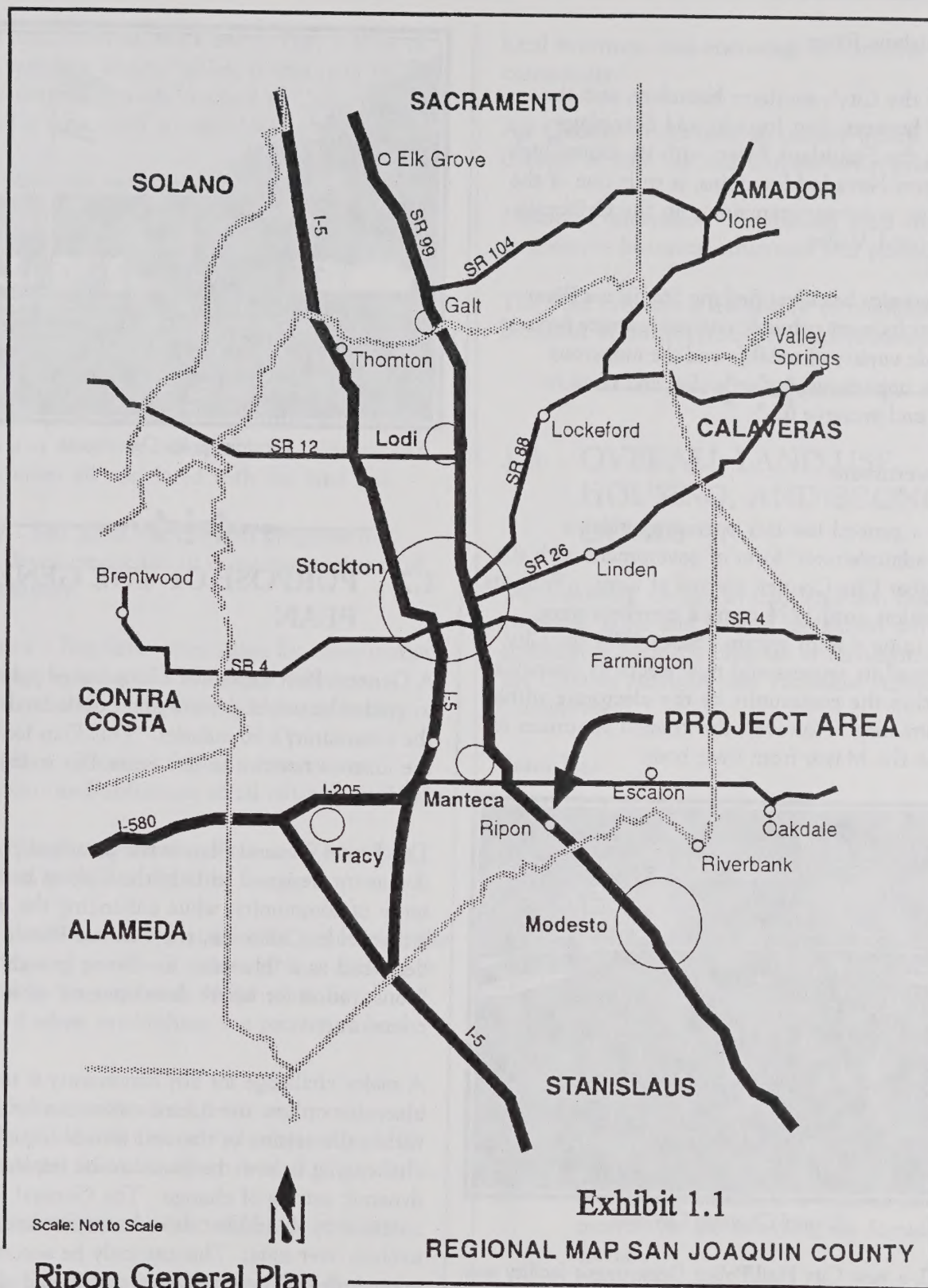
In the past five years Ripon has been selected as the site for a wireless cable service, an auto/truck travel plaza, and a state crime laboratory.



State Department of Justice Regional Crime Lab

Economic Base

Ripon's economic base has long been tied mainly to agriculture and related businesses. Because of its predominately sandy soil, the area continues to be a major producer of almonds, grapes, walnuts, peaches, and olives. In addition to these crops, eggs, poultry and milk have also been contributors to the area's economy. Along with the farming operations, Ripon has attracted a variety of agriculturally associated manufacturing, processing, transportation, and chemical businesses.



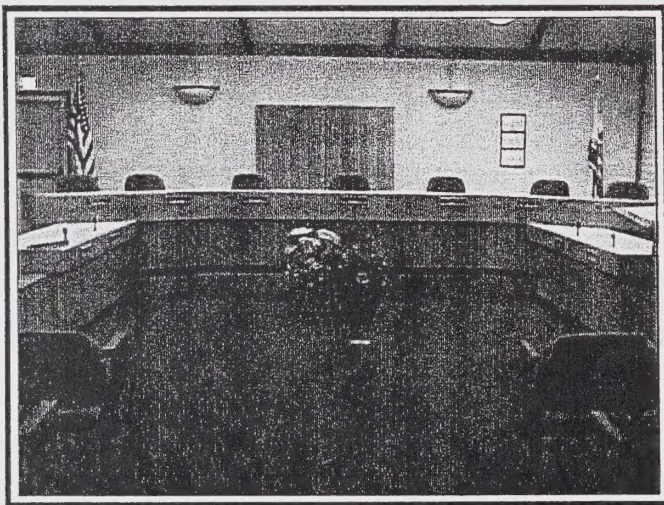
The Stanislaus River

Acting as the City's southern boundary, and the boundary between San Joaquin and Stanislaus Counties, the Stanislaus River, with its source high in the Sierra Nevada Mountains, is truly one of the last pristine waterways remaining in the California Great Central Valley.

The community has identified the Stanislaus River corridor as its most valuable natural resource because of the wide variety of wildlife and the numerous recreation opportunities it provides, and vows to conserve and preserve it.

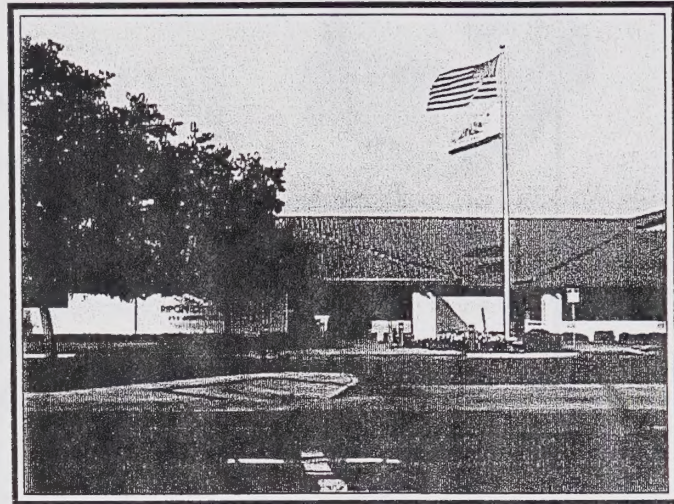
City Government

Ripon is a general law city operating under a 'council-administrator' form of government with the five-member City Council elected at large. From its incorporation until 1994 council members were selected using a ward system. Since 1994 the City has changed its process and now elects its council at large within the community by the electorate within the community. However, the council continues to designate the Mayor from their body.



Council Chambers City Hall

In 1990, a new City Hall/Police Department facility was constructed to house the administrative, planning, building, engineering, utilities, and police services.



City Hall/Police Department

1.2 PURPOSE OF THE GENERAL PLAN

A General Plan expresses a long range public policy to guide the use of private and public lands within the community's boundaries. This Plan looks into the future - not two to five years, but to the year 2035.

The Ripon General Plan is the principal policy document designed to help the City in maintaining a sense of community, while enhancing the lives of its citizens. In California, the General Plan is often described as a "blueprint for future growth" or a "constitution for future development" of a community.

A major challenge for any community is to create a blueprint of how the future vision can be achieved within the setting of the real world. Equally challenging is how the plan can be implemented in a dynamic setting of change. The General Plan for a community should be viewed as a document that evolves over time. This can only be accomplished if enough flexibility is provided within the plan for midcourse corrections while maintaining a clear perspective of the plan's original intent.

For a practical matter, the General Plan is a set of policies, exhibits, charts, tables, figures, and other graphics that collectively respond to California State Law, and is structured to meet local conditions.

STATE PLANNING LAW REQUIRES GENERAL PLANS ADDRESS THE FOLLOWING SEVEN MANDATED SUBJECTS:

Land Use - Establishes land use, growth accommodation and community design goals, policies, and actions to give direction to development in Ripon.

Circulation (transportation) - Consists of general location and extent of transportation facilities and public utilities all correlated with the land use.

Housing - Sets goals, policies and programs for housing development for all economic segments of the community.

Open space - Regulates open space for preservation and managed production of natural resources, outdoor recreation and public health and safety.

Conservation - Provides for the conservation, development and utilization of all natural resources.

Safety - Plans for protecting community from fires, seismic and geological hazards.

Noise - Identifies and appraises noise problems in the community and possible solutions to any existing or foreseeable noise problems. Noise must be considered when establishing the pattern of land uses.

Besides these mandated subjects, communities are beginning to identify a variety of other subjects of special interest that also affect them.

SOME MORE FREQUENTLY DISCUSSED SUBJECTS ARE:

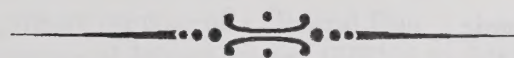
Economic Development - Objective is to improve employment opportunities, stimulate business activity, diversify and strengthen the local economy, increase

local revenues, and encourage investment in the community.

Air Quality - Addresses air quality within the context of land use and transportation planning.

Historic Preservation - Establishes goals and policies to preserve historical structures and places.

The Plan provides a framework to consider these concerns in an integrated and coordinated fashion.



1.3 OVERALL LAND USE, HOUSING, AND ECONOMIC GOALS

The following are the overall land use, housing, and economic goals and policies developed during the community outreach program as recommended by the Citizens Advisory and Technical Advisory Committees:

Land Use

- provide a framework for orderly development to promote balanced residential growth, and maintaining property values.
- provide adequate sites for commercial and industrial uses
- encourage the economic growth and well being of the entire community
- provide adequate public services consistent with the need of housing and population increases
- develop and implement a resource conservation program for the area along the Stanislaus River corridor.

Housing

- *maintain the existing residential growth accommodation program to provide for orderly and balanced development on both sides of State Route 99.*
- *maintain attractive residential neighbor-hoods with a variety of dwelling types and prices affordable to all segments of the population.*

Economic

- *develop and implement an economic development program that would provide an adequate jobs to housing balance by helping business growth and encourage the economic revitalization of Downtown.*
- *provide adequate land located to facilitate the expansion of Ripon's economic base.*
- *produce employment opportunities of Ripon residents.*



1.4 GENERAL PLAN DEVELOPMENT PROCESS

In August 1992, the City Council approved the Ripon General Plan Revision program. As directed by the Council, the program contained three (3) major components.

- *The formation of two (2) advisory committees.*
 - *A Citizen Advisory Committee composed of members of the community, both within and outside the existing city limits, who represented a variety of interests.*
 - *A Technical Advisory Committee composed of City department heads*

and staff representatives of other public agencies.

- *Creation of a public outreach effort.*
 - *Publication of public information articles in local newspapers.*
 - *Distribution of information to citizens at community wide special events.*
 - *Presentations to local civic clubs and business organizations.*
 - *Sponsorship of awareness meetings throughout the community to solicit input from interested persons on the various land use proposals developed by the Committee.*
- *Preparation of a Preferred Land Use Alternative.*

During the next thirty-two (32) months, the Committees held a total of twenty-four (24) meetings, including four (4) community outreach meetings to solicit input from interested persons on the various land use proposals.

In January 1995, the Committees submitted a "Preferred Land Use Alternative" report to the City Council that contained their recommendation. The Council subsequently approved the report and directed Staff to begin preparation of the draft plan.

Consultants were eventually selected to perform the following tasks:

Circulation Element (San Joaquin County Council of Governments)

Environmental Impact Report (InSite Environmental-Charles Simpson)

Public Facilities Financing Plan (Taussig & Associates)

Draft Plan and other elements (Lou Thanas -

Planning Consultant)

1.5 PUBLIC FACILITIES FINANCING PLAN

Incorporated by reference in the Ripon General Plan is the Public Facilities Financing Plan (PFFP), prepared by Taussig and Associates, which describes those public facilities such as water, sewer, storm drain, roadways, police stations, libraries, parks and recreation facilities (community centers, youth activity centers, softball/baseball/ soccer complexes, etc.) needed to serve future developed areas in the general plan, and those costs associated with constructing these facilities.

1.6 GENERAL PLAN ORGANIZATION

The General Plan 2035 document consists of three volumes. Volume I is organized into topical chapters that discuss the seven subjects mandated by State law, along with the added subject of Economic Development. Volume II is the Environmental Impact Report (EIR) for the General Plan 2035 and Volume III is the technical appendix.

Volume I

Chapter One - Executive Summary, presents an introduction and background.

Chapter Two - Land Use, illustrates the Planning Area land use with written material and diagrams.

Chapter Three - Circulation, provides information on transportation for the present and future.

Chapter Four - Community Health and Safety, refers to health and safety concerns and discusses noise.

Chapter Five - Open Space and Conservation, describes area resources.

Chapter Six - Housing, discusses methods of achieving affordable housing and providing the City's share of the regional housing needs.

Chapter Seven - Economic Development, presents the City's economic development strategy.

Chapter Eight - Implementation, presents the tools available to the City to attain its General Plan goals.

Volume II

The primary purpose of a General Plan Environmental Impact Report (EIR) is to fulfill the California Environmental Quality Act (CEQA) requirements for the disclosure of the environmental impacts, and identification of mitigation measures and alternatives prior to adoption of a General Plan. And, while not as specific as an EIR prepared for a project application, a General Plan EIR can serve as the primary basis for preparing Initial Studies, issuing Negative Declarations, or information included in future EIRs.

The City of Ripon intends the General Plan 2035 EIR to serve as a: 1) *tiering document*; 2) *Program EIR*; and 3) *Master Environmental Assessment*, in an effort to streamline the permitting of projects whenever appropriate. All of these documents are detailed in the General Plan EIR Purpose and Organization Section.

Volume III

The Technical Appendix, contains a list of documents incorporated by reference within the text of the General Plan and while not attached as part of the policy document, are available for review at City Hall or the Ripon Public Library. Background material used in the preparation of the General Plan is contained in the separate documents. While the information contained in these documents was not adopted as policy by the City Council, and are not essential for the day to day use or implementation of the Plan, they nevertheless provide valuable aid in the overall understanding of the Plan.

Reference Document List

City of Ripon Redevelopment Plan

City of Ripon Source Reduction and Recycling
Element

City of Ripon Wastewater, Water, and Stormwater
Master Plans

City of Ripon Public Facilities Financing Plan

City of Ripon Comprehensive Economic
Development Plan

San Joaquin County General Plan

San Joaquin County General Plan Public Health

and Safety Element - Seismic, Geological and Flood
Hazard Components

San Joaquin County Household Hazardous Waste
Element

San Joaquin County Council of Governments
Circulation and Transportation Element

San Joaquin Valley Unified Air Pollution Control
District Air Quality Attainment Plan

Chapter Two: Land Use and Growth Accommodations

VOLUME I - CHAPTER TWO

LAND USE AND GROWTH

ACCOMMODATIONS



2.1 INTRODUCTION

Purpose

The Land Use Chapter establishes land use, growth accommodation and community design goals, policies, and actions to give direction to development in Ripon. The Land Use chapter provides the central policy background on which to base all land use decision making in the City. It is through the realization of the goals and carrying out of corresponding actions that the future land use patterns of Ripon will continue to be shaped.

Assumptions of this land use component are: 1) *continued growth will require the eventual conversion of agricultural lands*; 2) *demand for new residential development will remain at its current pace*; and 3) *the demand for new commercial and industrial uses will increase*.

ESTABLISHING A VISION. The underlying intent of the land use component is to support the vision of the community as developed through a citizen participation program early in the General Plan process.

Consistency with State Planning Law

State Government Code requires that a general plan include a land use component that designates the general distribution and general location and extent of various types of land use. This chapter includes a land use diagram and land use standards that meet the State Government Code requirements.

2.2 GOALS AND POLICIES

GOAL A: A BALANCE BETWEEN JOBS, HOUSING, EDUCATIONAL, AND RECREATIONAL OPPORTUNITIES.

Policy A1. Designate adequate land to meet residential, commercial, and industrial development needs.

Policy A2. Designate adequate land intended for public and quasi-public uses to support existing and new residential, commercial, and industrial development.

Policy A3. Urban development should be kept contiguous as possible to avoid premature urbanization of valuable farm land, promote resident convenience, and provide for economy in City Services.

Policy A4. Preserve natural resource area while providing open space to meet recreation needs.

Policy A5. The City may require that development occurring on newly annexed lands be done as a Planned Unit Development or that a Specific Plan be prepared.

Policy A6. The City may require execution of an Annexation Agreement before the annexation of any lands to the City.

Policy A7. The City may require the execution of a Development Agreement for any commercial or industrial development or residential developments of ten or more units.

Policy A8. The City will annex enough residentially designated land to provide for a projected residential growth rate in the 3% - 6% range for the urban planning period.

Policy A9. The City will annex sufficient land designated for job generating uses to provide for a projected ratio of at least 1.5 jobs per household.

Policy A10. The City will ensure that proposed development within newly annexed territory will not be a fiscal burden. Development project applications will include a financial analysis of the project's impact on the City.

Policy A11. Development within the Stanislaus River floodplain and residential development within 1320 feet of the wastewater treatment ponds will be prohibited by the City except by special permit.

Policy A12. Nonresidential uses, large group care facilities, small shelters, and mobile home parks in residential districts should be on major streets because of increased traffic and noise.

GOAL B: ASSURE ECONOMIC VIABILITY OF THE COMMUNITY BY RETAINING AND RENEWING EXISTING COMMERCIAL AND INDUSTRIAL USES AND DESIGNATING SUFFICIENT NEW COMMERCIAL AND INDUSTRIAL AREAS TO MEET FUTURE CITY NEEDS.

Policy B1. Create job generating development corridors at strategic locations.

Policy B2. Encourage diversified industry and other job generating uses in the City.

Policy B3. Ensure that land use proposals can fund services.

Policy B4. Encourage businesses and professional

uses in the commercial centers.

Policy B5. Consider the adoption of a Right to Farm Ordinance to preserve, protect and encourage the use of agricultural lands for the production of food and other agricultural products.

GOAL C: ENCOURAGE A PROSPEROUS AND VIBRANT DOWNTOWN.

Policy C1. Create both a physical and financial environment that enhances the desirability to locate new businesses in the downtown area

Policy C2. Encourage expansion and/or retention of established businesses.

Policy C3. Ensure that new businesses in the downtown are carefully integrated into the surrounding area.

GOAL D: PROMOTE ACTIVE CITIZEN INVOLVEMENT IN COMMUNITY PLANNING.

Policy D1. Expand citizen awareness of public informational meetings by using the available community cable channel and any other public information devices available to the City.

Policy D2. Continue to organize its public commissions with emphasis on community planning.

GOAL E: PROVIDE ADEQUATE PUBLIC SERVICES TO SERVE THE COMMUNITY.

Policy E1. Require residential and commercial development to connect to City water, wastewater treatment and storm drainage systems.

Policy E2. Industrial, mixed use and highway service development may install on site water, wastewater treatment and storm drainage systems if approved by the City Engineer and City Council.

Policy E3. The Public Facilities Financing Plan is incorporated by reference to this Chapter of the General Plan and can be found in Volume III (Technical Appendices) accompanying this document.

Policy E4. Evaluate new development projects for consistency with planned facilities identified in the PFFP.

Policy E5. Adopt, and update as required, City fee ordinance which reflects current estimates of public facilities costs and the allocation of those costs to future urban development.

Policy E6. Subdivision projects shall be referred to utility agencies for comment. Easements necessary to provide service to the project shall be dedicated on the final map or parcel map.

Policy E7. Subdivision projects shall be referred to the Ripon Unified School District and Ripon Consolidated Fire District for comment.

Policy E8. The City shall require, to the extent possible, that new school facilities are constructed concurrently with new residential development.

Policy E9. The City shall work with the Ripon Unified School District to identify, establish, and implement additional measures that may be necessary to adequately finance school facilities in the City, consistent with applicable State law.

GOAL F: GROUNDWATER MANAGEMENT TO AVOID OVERDRAFT AND MAINTAIN DRINKING WATER QUALITY.

Policy F1. Expand City's existing system to regularly monitor and evaluate the physical condition and quality of the groundwater system underlying Ripon, and to identify the need for supplemental water as required.

Policy F2. Identify and secure available sources of supplemental surface water for replacement or recharge of groundwater as required.

Policy F3. Manage land use and sewage disposal as required to maintain adequate groundwater quality.

GOAL G: EFFICIENT USE OF WATER RESOURCES THROUGHOUT THE COMMUNITY.

Policy G1. Promote water conservation through public dissemination of groundwater and municipal water use information.

Policy G2. Develop a plan, financing mechanism, and target date for installation of water meters on unmetered portions of the water system.

Policy G3. Promote reclamation and reuse of municipal and industrial waste waters for irrigation, recharge, or other beneficial uses.



2.3 POPULATION

During the 1980's, Ripon experienced rapid growth well above the 4% annual rate it typically experienced since its incorporation in 1945. In fact, between 1980 and 1987, the annual growth rate exceeded 10%. (*Table 2.1 gives a detailed summary of the population levels from 1960 through 1996.*)

Table 2.1
POPULATION - HISTORICAL

Year	Population
1960	1,894
1970	2,679
1980	3,509
1990	7,436
1997	9,266

Source: U.S. Census & California Department of Finance

Faced with the problems that such growth inevitably presents to a community (wastewater treatment, schools, etc.), the City created a growth accommodation program in 1988, which allowed development to continue, but at a much more acceptable rate. Since implementation of the program, the City has experienced an annual growth rate of 3.8%.

2.4 GROWTH ACCOMMODATION

The City's residential growth accommodation program sets the average annual residential growth rate at 3% to 6% during the planning period shown in General Plan 2035. Percentage rates for any single year could go higher although the City policy would be to maintain growth at 3% to 6% through the planning period. Enough land will be annexed by the City to provide for the projected growth rate.

Build-Out Population

According to the State Department of Finance, as of January 1, 1997, Ripon had a population of approximately 9,266 persons. It is anticipated that annual residential development within the Primary Urban Area will be at a rate of 4% (*an average of a little more than 700 people per year*), and will result

in an estimated total population of about 37,000 at build-out of the general plan in the year 2035.

2.5 DEFINITIONS OF LAND USE CATEGORIES

The Land Use Map (*Exhibit 2.1*) illustrates proposed land use in Ripon and the surrounding area through the year 2035, depending on the rate of growth. Boundary lines between the land use designations usually follow parcel lines. These lines may be made more specific by amendments to the General Plan as more detailed planning for projects are undertaken in these areas.

The following is a list of the land uses identified in the General Plan 2035. It contains a description of each land use designation, the applicable zone, and the building intensity (i.e., number of dwelling units, floor area ratio for commercial/office and industrial building, etc.).

Very-low Density Residential (R1-E, UR): Single-family detached and attached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses with a maximum residential density of two (2) dwellings per gross acre.

Low Density Residential (R1-A, R1, R1-C, UR): Single-family detached and attached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses with maximum a residential density range of three and one half (3.5) to five (5) dwellings per gross acre.

High-Low Density Residential (R1-U, UR): Single-family detached and attached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses with a maximum residential density of seven (7) dwellings per gross acre.

Medium Density Residential (R3, UR): Single-family and multi-family residential units, public and quasi-public uses, and similar and compatible uses with a maximum residential density of thirteen (13) dwelling units per gross acre.

High Density Residential (R4, UR): Single-family and multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible use with a maximum residential density is sixteen (16) dwelling units per gross acre.

Very High Density Residential (R4-U, UR): Multi-family residential units, group quarters, public and quasi-public uses and similar and compatible use with a maximum residential density of twenty-two (22) dwellings per gross acre.

Neighborhood Commercial (C1, UR): Retail, service, and offices uses, restaurants, service stations, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Community Commercial (C2, UR): Retail, service, and office uses, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Urban Core (R1-U, PO, C1, C2, C3, M1, M2, UR): Retail, services and office uses, single and multiple family residential uses, public and quasi-public uses, and similar compatible uses. The floor- area ratio (FAR) for nonresidential uses may not exceed .20. Residential density will be those applicable to the various R districts within which a property is located.

Highway Service (C4, UR): General retail sales uses, institutional uses, tourist uses, service uses, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Commercial Recreation (C5, UR): Areas used for commercial recreation such as golf courses, sports complexes, etc. The floor area ratio (FAR) may not exceed .20.

Professional Office (PO, UR): Professional and administrative offices, medical and dental clinics, laboratories, financial institutions, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Mixed Use (MU, UR): Mixed commercial, professional office, and industrial uses. The floor- area ratio (FAR) may not exceed .40.

Light Industry (M1, UR): Industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Heavy Industry (M2, UR): Manufacturing, processing, assembling, research, wholesale and storage uses, trucking terminals, railroad and freight stations, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Public Municipal Service (P-MS): City owned lands used to provide municipal services.

Public Park (P-P): Existing and potential park sites in each statistical area to meet applicable ratios for mini, local, neighborhood, community, and regional parks.

Public Open Space (P-OS): Open space in areas intended as buffers and for low intensity public and quasi-public uses.

School (S-ES, S-HS): Existing and potential school sites in each statistical area to meet accepted student generation data, with a student body population as determined by the school district.

Urban Reserve (UR): Areas planned primarily for residential, commercial and industrial uses, when services are available. The average residential density is assumed to be six dwelling units per acre and the average population per household is assumed to be three. The commercial and industrial floor-area ratio (FAR) is assumed to be .40. No urban development may occur on lands designation Urban Reserve before

the General Plan is amended to specify a primary land use designation for the property.

Agricultural Reserve (AR): Primarily for agricultural uses, support uses directly related to agriculture, public and quasi-public uses and similar and compatible uses. No urban development may occur on lands designated Agricultural Reserve before the General Plan is amended to specify a primary land use designation for the property.

Resource Reserve (RR): Planned open space areas along the Stanislaus River corridor restricting urban development.

Average population is estimated to be three (3) persons per household for the residential designations. Land coverage, the area of a building site covered by structures, is regulated in the residential zones. In most of the commercial and industrial designations the land coverage or floor area ratio (FAR) does not exceed 40% because of the development requirements for building setbacks, height limits, landscaping, and parking.

2.6 THE PLANNING AREA

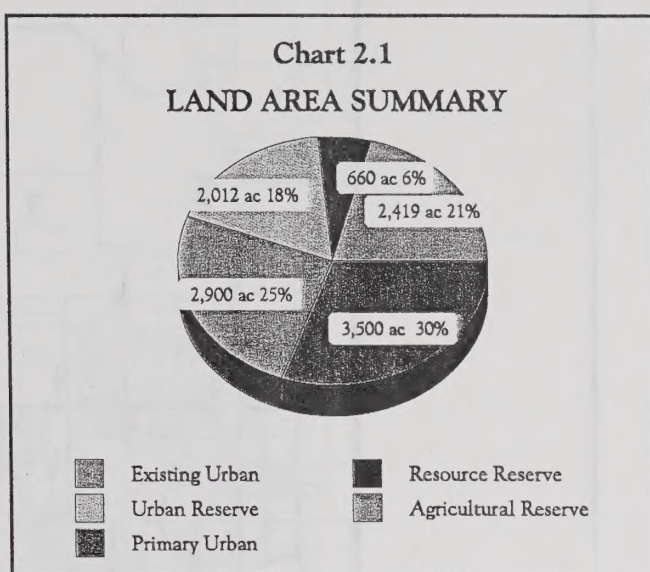
Planning Area Boundaries

The Ripon Planning Area consists of approximately 12,000 acres both within and outside the existing City limits. This area, as shown in *Exhibit 2.2*, is generally bounded by Austin Road to the west, Carrolton Road to the east, Clinton South Road and its extension to the north, and the Stanislaus River to the south.

Land Area Summary

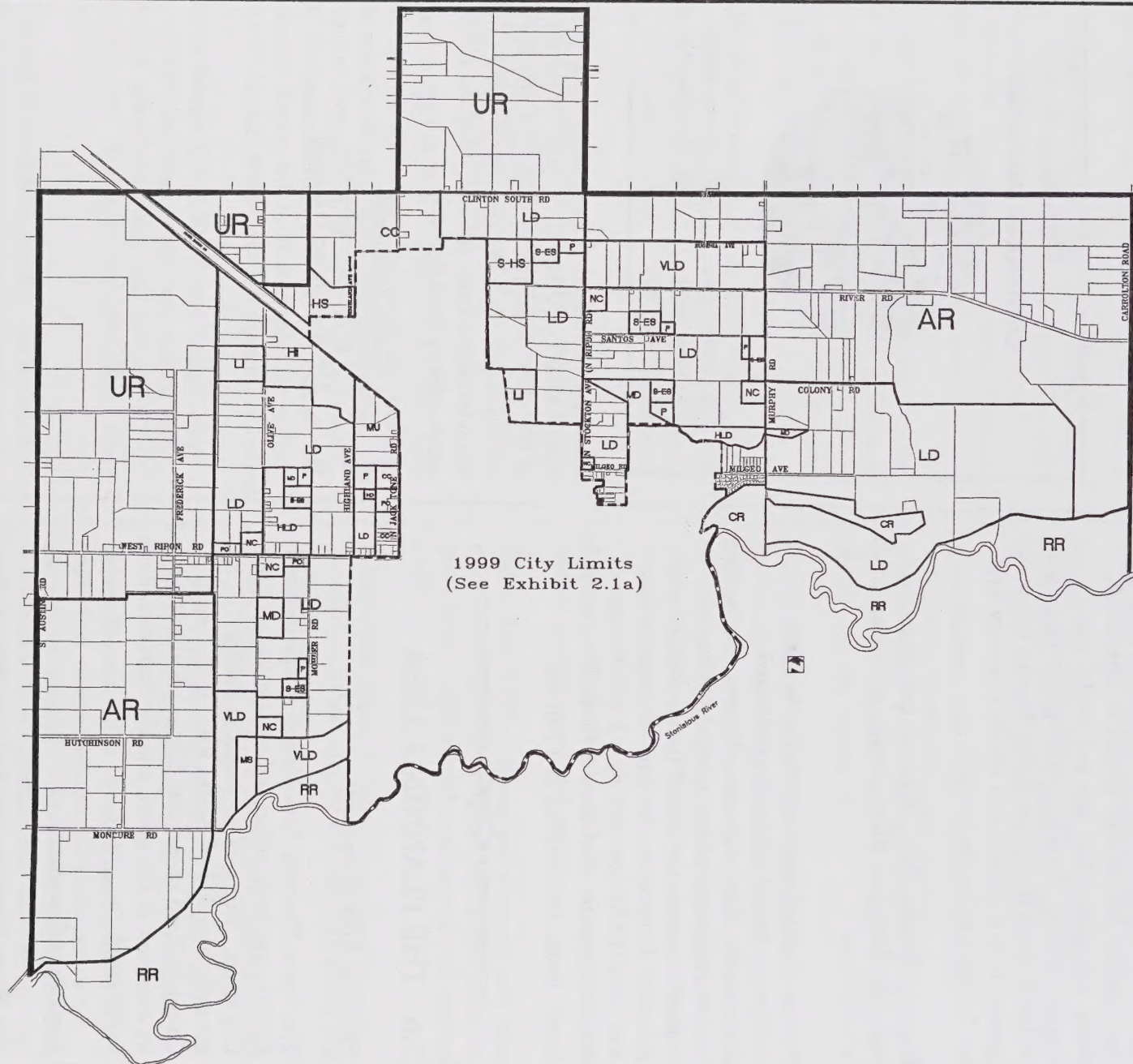
The Ripon Planning Area is divided into the five (5) urban and non-urban categories. Three (3) urban development areas have been established to assist in achieving orderly and balanced growth, while two

(2) reserve areas are designated for study and non-urbanized buffer purposes during the planning period. (*Chart 2.1, Land Area Summary, details the acreage and percentages associated with each of these areas.*)



Existing Urban Area. There are approximately 2,419 acres within the Urban Core Area. It includes most of the urban development within the city limits as it existed in January 1996, and approximately 724 acres of undeveloped lands situated along the north and south sides of State Route 99:

- 178 acres (residential)
- 312 acres (light industrial)
- 234 acres (heavy industrial)



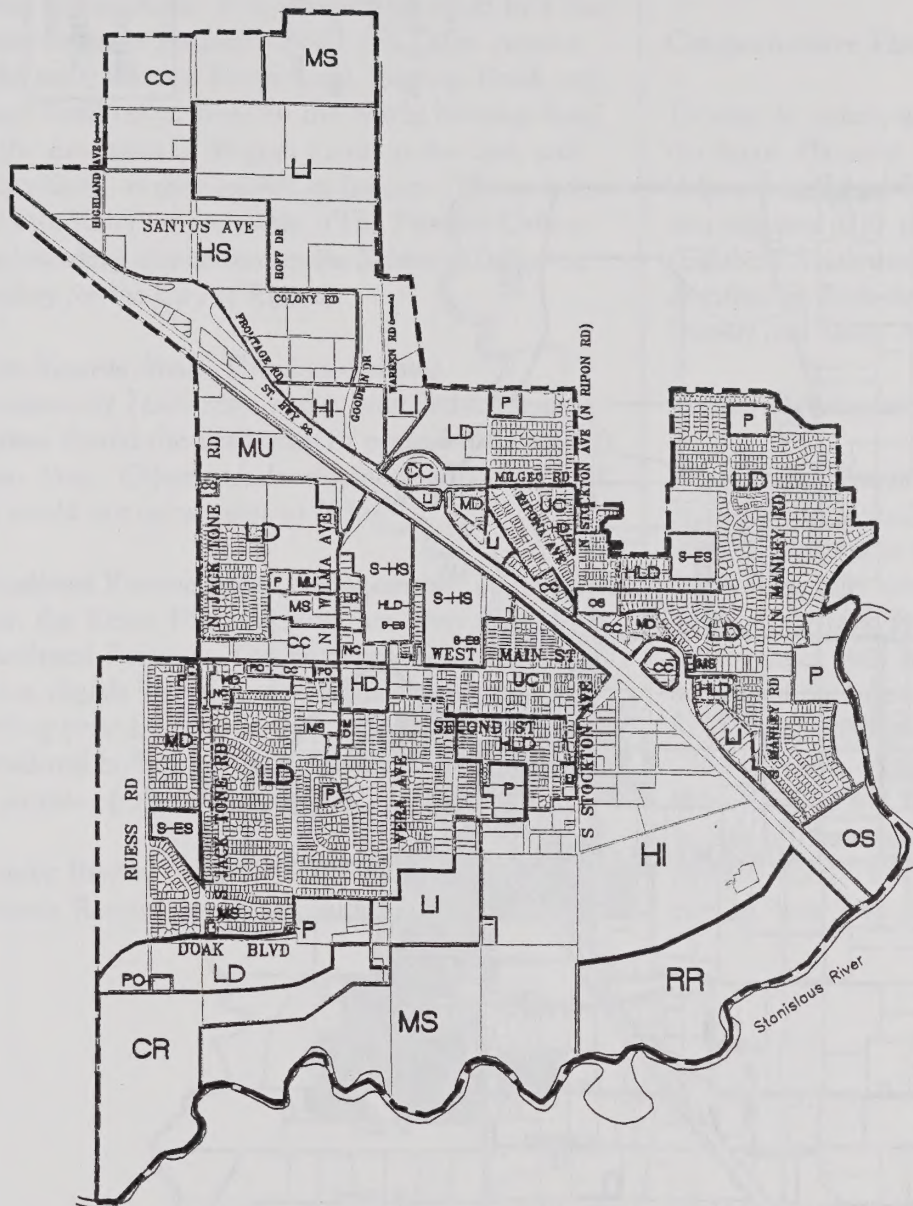
LEGEND

VLD (Very Low Density Residential)
 LD (Low Density Residential)
 HLD (High Low Density Residential)
 MD (Medium Density Residential)
 HD (High Density Residential)
 VHD (Very High Density Residential)
 UC (Urban Core)
 NC (Neighborhood Commercial)
 CC (Community Commercial)
 HS (Highway Service)
 CR (Commercial Recreation)
 PO (Professional Office)
 MU (Mixed Use)
 LI (Light Industry)
 HI (Heavy Industry)
 MS (Municipal Service)
 P (Park)
 OS (Open Space)
 S-HS (High School)
 S-ES (Elementary School)
 AR (Agricultural Reserve)
 UR (Urban Reserve)
 RR (Resource Reserve)

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 RIPON GENERAL PLAN 2031
 EXHIBIT 2.1 - LAND USE
 MAP

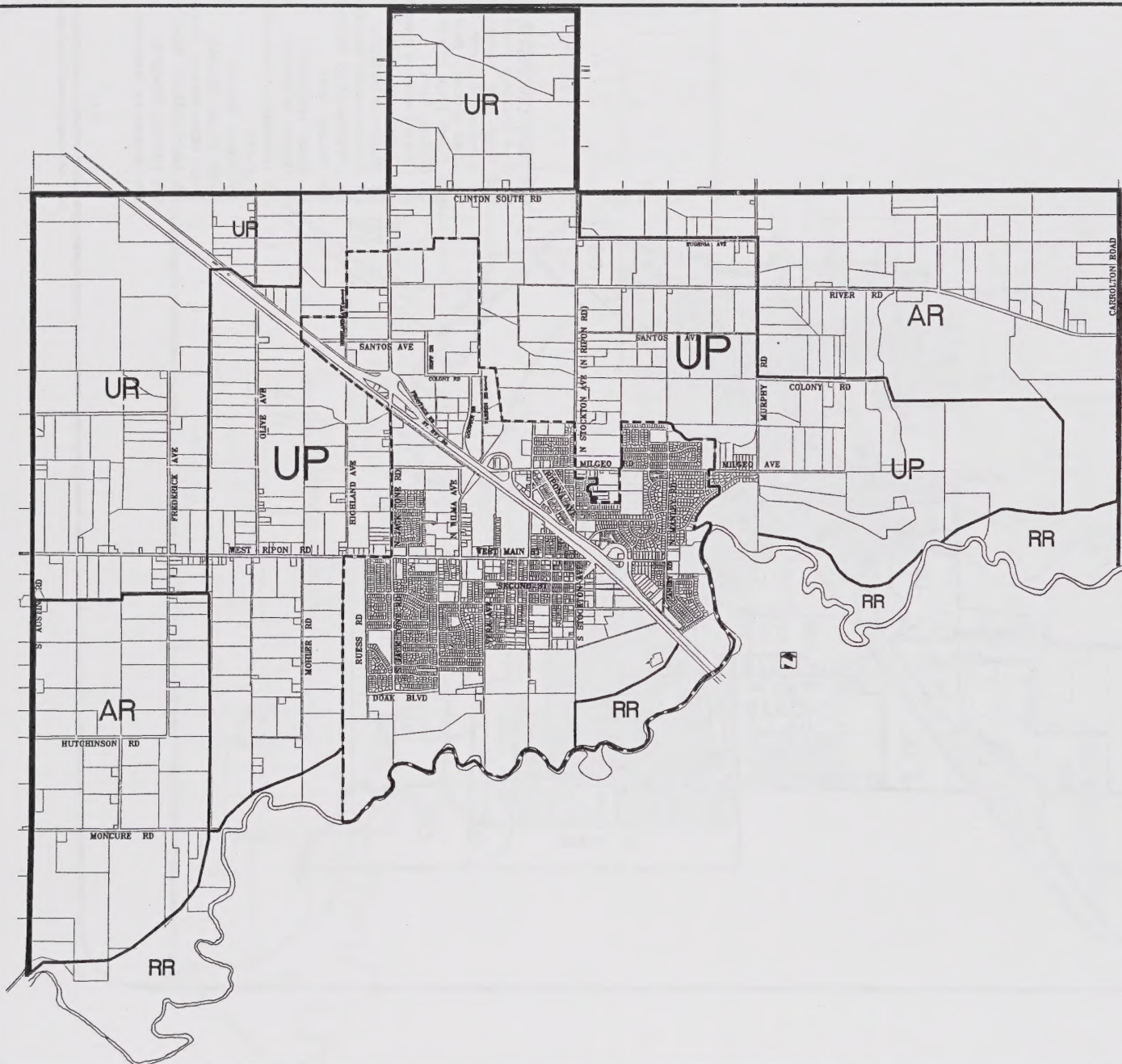
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EXHIBIT 2.1a - 1999 CITY
LIMITS LAND USE MAP



LEGEND

- VLD (Very Low Density Residential)
- LD (Low Density Residential)
- HLD (High Low Density Residential)
- MD (Medium Density Residential)
- HD (High Density Residential)
- VHD (Very High Density Residential)
- UC (Urban Core)
- NC (Neighborhood Commercial)
- CC (Community Commercial)
- HS (Highway Service)
- CR (Commercial Recreation)
- PO (Professional Office)
- MU (Mixed Use)
- LI (Light Industry)
- HI (Heavy Industry)
- MS (Municipal Service)
- P (Park)
- OS (Open Space)
- S-HS (High School)
- S-ES (Elementary School)
- AR (Agricultural Reserve)
- UR (Urban Reserve)
- RR (Resource Reserve)



LEGEND

- AR - Agricultural Reserve
- UR - Urban Reserve
- UP - Urban Primary/Sphere of Influence
- RR - Resource Reserve
- Core - 1998 City Limits - - - - -

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EXHIBIT 2.2 - PLANNING
AREA AND SUB AREAS

Primary Urban Area (Sphere of Influence). Those lands designated for future development during the planning period of the General Plan, aside from those within the Urban Core Area contained within the Primary Urban Area. It is generally bounded by a line midway between Frederick Road and Olive Avenue on the west; Clinton South Road, Eugenia Road, and Colony Road respectively on the north; Murphy Road and the extension of Wagner Road on the east; and the city limits as they existed in January 1996 and the Stanislaus River on the south. *(The Primary Urban Area boundary also delineates the Sphere of Influence boundary for the City of Ripon.)*

Urban Reserve Area. This area contains approximately 2,000 acres and is intended for study purposes should the need arise to expand the Primary Urban Area. Otherwise, development of lands in this area would not occur prior to 2035.

Agricultural Reserve Area. Approximately 2,900 acres within the Ripon Planning Area has been designated Agricultural Reserve. The properties within this area are not eligible for urban development with the planning period, however, they would serve as agricultural buffers between development adjacent, but outside of, the Planning Area and Ripon.

Resource Reserve Area. The 660 acres designated as Resource Reserve are located along the Stanislaus

River corridor and are not intended for urban development. Rather, these properties would become a part of the community's wildlife habitat preservation efforts and passive recreation program.

Comprehensive Planning Districts and Study Areas

To assist in orderly and incremental development of the Ripon Planning Area, the Urban Core, Primary Urban, and Urban Reserve Areas have been separated into eighteen (18) planning and study districts. *(Exhibit 2.3 delineates each of these districts, and are described in Table 2.2, Comprehensive Planning District and Study Area Summary.)*

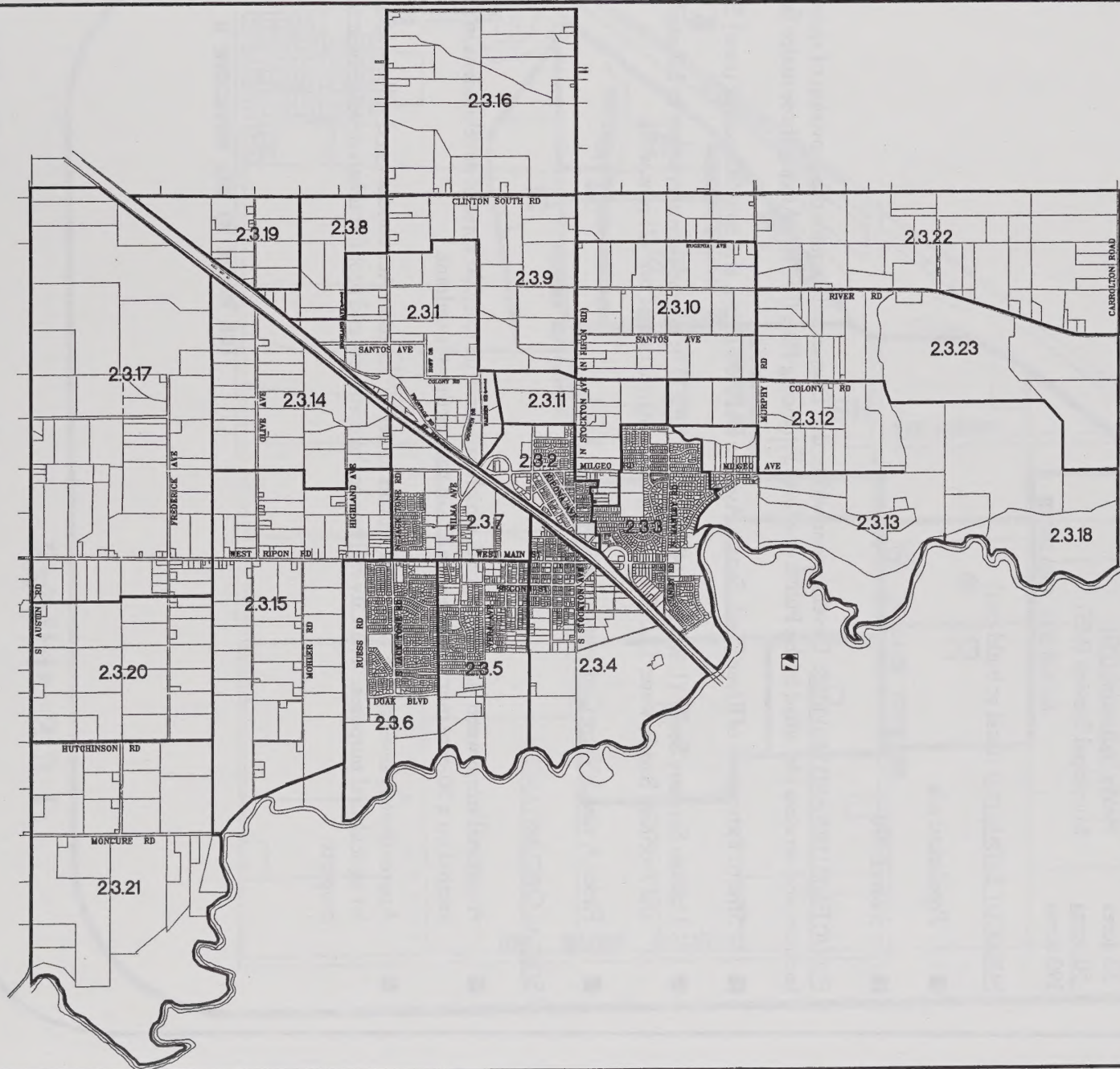
Phased Development

Phased development as shown in *Exhibit 2.4* is proposed and intended to permit development of those areas contiguous to the urban core area as City Services become available. The first phase would be north of the Jack Tone Road and Milgeo Avenue interchanges with State Route 99. Phase two would be west of the present City Limits and Jack Tone Road. The third phase would continue west along Olive Avenue. Phase Four is scheduled north of Phase One up to Clinton South Road. Phase Five will be east of Phases One and Four and extending to Murphy Road. The Sixth and last Phase is planned east of Phase Five and north of Spring Creek.

Table 2.2
COMPREHENSIVE PLANING DISTRICT AND STUDY AREA SUMMARY

Exhibit No.	Comprehensive Planning	Acreage
2.3.1	North Pointe Planning District	390
2.3.2	Ripona Planning District	146
2.3.3	Manley Planning District	266
2.3.4	South Stockton Planning District	338
2.3.5	Vera Planning District	265
2.3.6	South Jack Tone Planning District	433
2.3.7	North Wilma Planning District	240
2.3.8	North Jack Tone Planning District	182
2.3.9	Clinton South Planning District	406
2.3.10	North Ripon Planning District	445
2.3.11	Milgeo Planning District	204
2.3.12	Colony Planning District	309
2.3.13	Springcreek Planning District	344
2.3.14	Olive Planning District	386
2.3.15	West Ripon Planning District	844
2.3.16	Graves/Mello Study Area	621
2.3.17	Frederick Study Area	1,266
2.3.18	Southeast Study Area	153

* Buffers areas are not included in this chart.



LEGEND

- | | |
|--------|--------------------|
| 2.3.1 | North Pointe PD |
| 2.3.2 | Ripona PD |
| 2.3.3 | Manley PD |
| 2.3.4 | South Stockton PD |
| 2.3.5 | Vera PD |
| 2.3.6 | South Jack Tone PD |
| 2.3.7 | North Wilma PD |
| 2.3.8 | North Jack Tone PD |
| 2.3.9 | Clinton South PD |
| 2.3.10 | North Ripon PD |
| 2.3.11 | Milgeo PD |
| 2.3.12 | Colony PD |
| 2.3.13 | Springcreek PD |
| 2.3.14 | Olive PD |
| 2.3.15 | West Ripon PD |
| 2.3.16 | Graves/Mello SA |
| 2.3.17 | Frederick SA |
| 2.3.18 | Southeast BA |
| 2.3.19 | Santos SA |
| 2.3.20 | South Austin BA |
| 2.3.21 | Moncure BA |
| 2.3.22 | Wagner BA |
| 2.3.23 | Carrolton BA |

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EXHIBIT 2.3 - INDEX OF
COMPREHENSIVE PLANNING
DISTRICTS, STUDY AREAS,
AND BUFFER AREAS

NORTH POINTE PLANNING DISTRICT

OVERVIEW: The North Pointe Planning District is in the Phase 1 and Phase 4 development areas, and is anticipated to provide the majority of new jobs at general plan build-out.

LAND USE LIST:

44 acres	Community Commercial (CC)
166 acres	Highway Service (HS)
100 acres	Light Industrial (LI)
30 acres	Heavy Industrial (HI)
50 acres	Municipal Service (MS)
390 acres	

BUILDOUT ESTIMATES: (total at build-out)

■ *Population:* n/a

■ *Jobs:* 2,490

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Extensions of River Road, Santos Avenue and Hoff Drive, and construction of (new) Shasta Road.
- *Utilities:* Sanitary Sewer (1,400 LF - 24" and 1,818 LF - 21"); upgrade sanitary sewer to 3.2 mgd at Jack Tone and Frontage Roads; water (5,050 LF - 24"); and construction of two (2) new wells.
- *Parks:* A new 30-acre Community Park on River Road.

SPECIAL CIRCUMSTANCES:

- A regional storm water detention pond, which can serve up to 1,000 acres of development in this District, is located on a 50-acre municipal service site in the northeast quadrant.
- Approximately seventy-one (71) acres remain under Williamson Act contract and will continue to be used for agricultural purposes. The City will honor the contracts and prohibit urban development on the property.

NORTH POINTE PLANNING DISTRICT

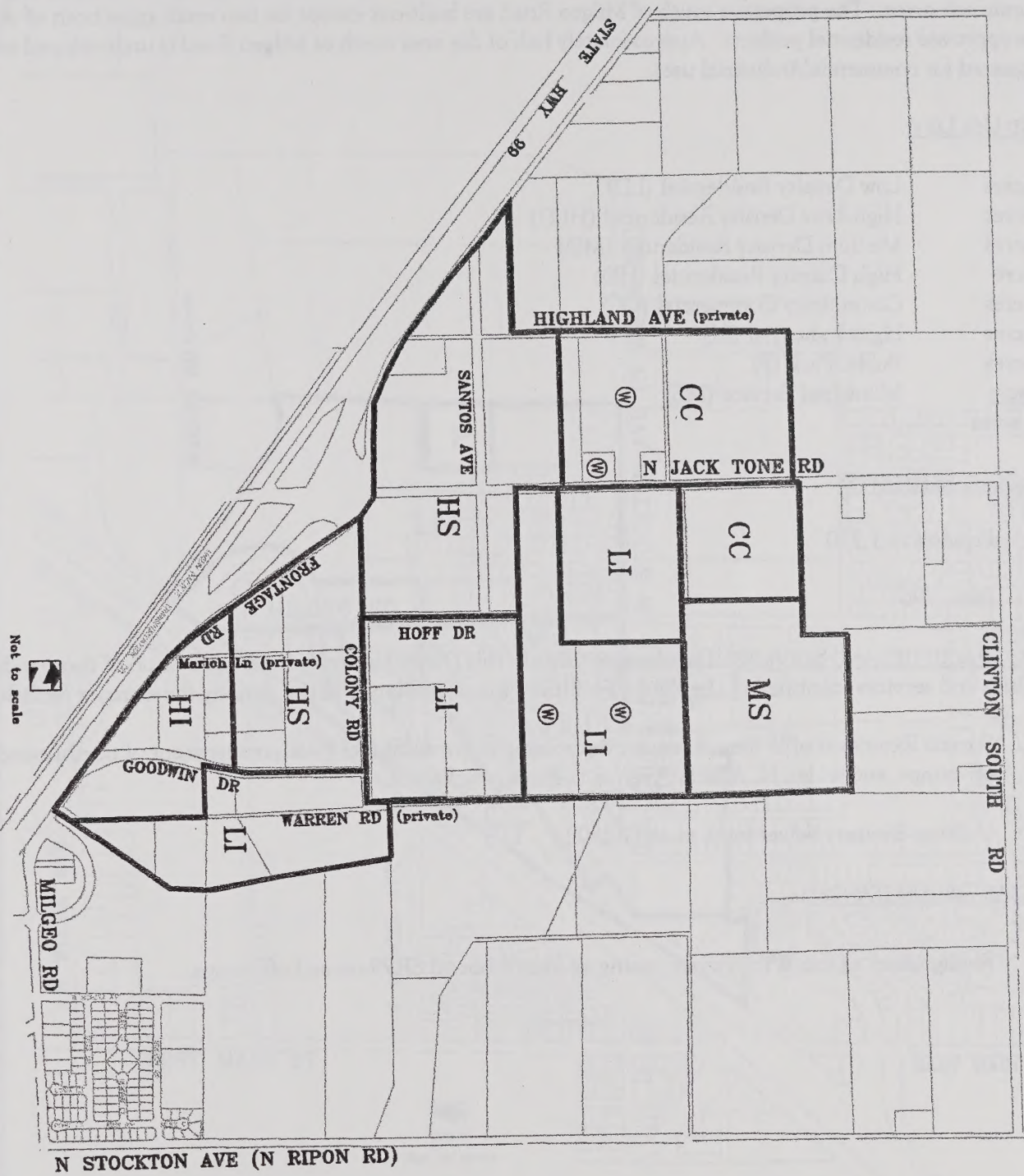


Exhibit 2.3.1

RIPONA PLANNING DISTRICT

OVERVIEW: The Ripona Planning District is in the Core and Phase 1 development areas, and consists of two separate sub-areas. The properties south of Milgeo Road are built-out except for two small areas both of which have approved residential projects. Approximately half of the area north of Milgeo Road is undeveloped and is designated for commercial/industrial uses.

LAND USE LIST:

29 acres	Low Density Residential (LD)
44 acres	High-Low Density Residential (HLD)
4 acres	Medium Density Residential (MD)
1 acre	High Density Residential (HD)
43 acres	Community Commercial (CC)
21 acres	Light Industrial (LI)
3 acres	Public Park (P)
.5 acre	Municipal Service (MS)
146 acres	

BUILDOUT ESTIMATES:

■ Population: 1,710

■ Jobs: 796

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

■ **Streets:** Extension of Wilma Avenue overcrossing to (new) Shasta Road, realignment of northbound on and off-ramps, and widen N. Acacia Avenue as a minor collector.

■ **Utilities:** Sanitary Sewer force main (1,250 LF - 12")

SPECIAL CIRCUMSTANCES:

■ Realignment of the Wilma overcrossing and northbound SR99 on and off-ramps.

RIPONA PLANNING DISTRICT

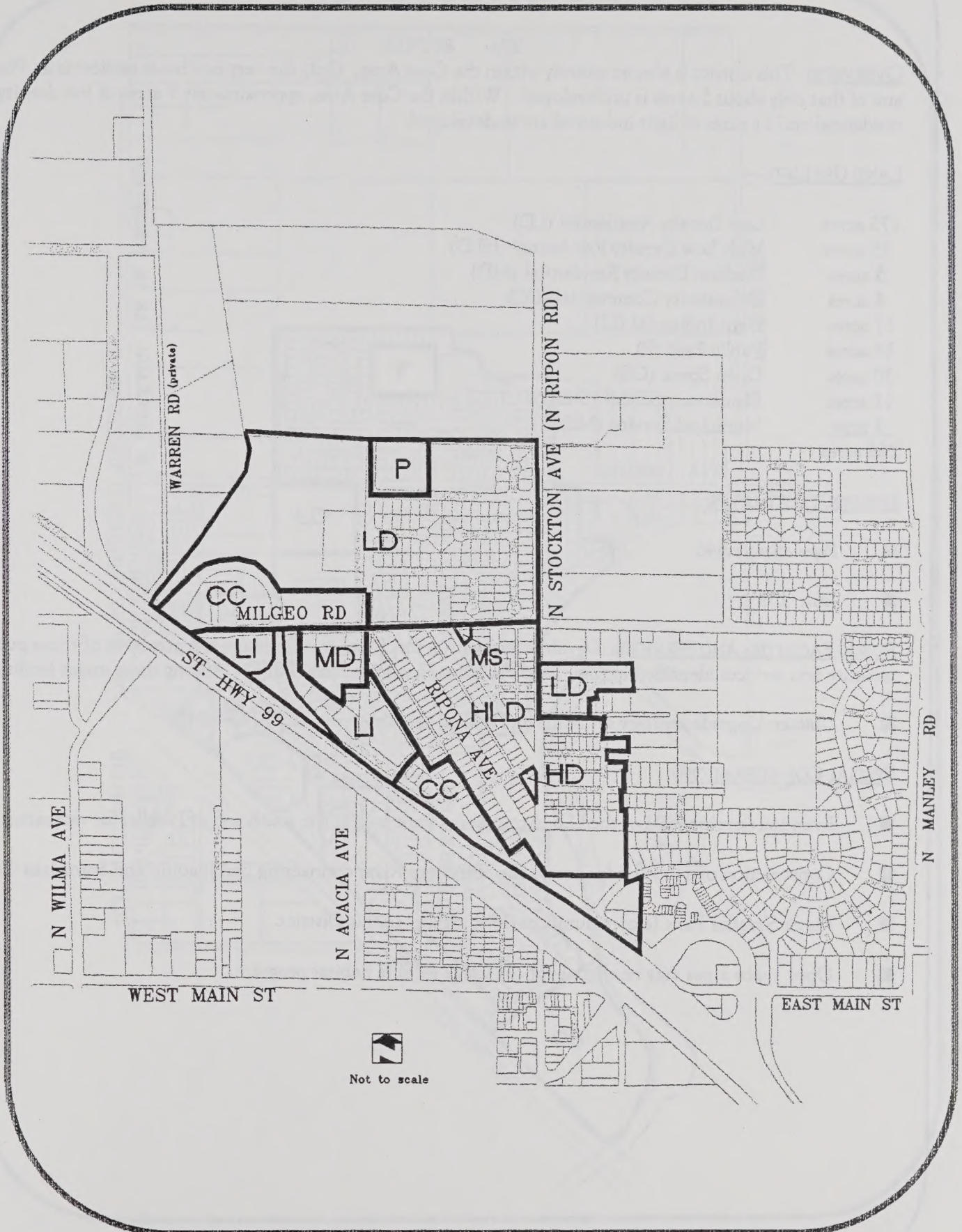


Exhibit 2.3.2

MANLEY PLANNING DISTRICT

OVERVIEW: This district is almost entirely within the Core Area. Only the very northeast section is in Phase 1, and of that only about 5 acres is undeveloped. Within the Core Area, approximately 9 acres of low density residential and 11 acres of light industrial are undeveloped.

LAND USE LIST:

175 acres	Low Density Residential (LD)
15 acres	High Low Density Residential (HLD)
5 acres	Medium Density Residential (MD)
4 acres	Community Commercial (CC)
11 acres	Light Industrial (LI)
14 acres	Public Park (P)
30 acres	Open Space (OS)
11 acres	Elementary School (S-ES)
<u>1 acre</u>	Municipal Service (MS)
266 acres	

BUILDOUT ESTIMATES:

■ Population: 2,646

■ Jobs: 159

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

■ *Utilities:* Upgrade sanitary sewer lift on Parallel; sanitary sewer (1,150 LF - 24")

SPECIAL CONSIDERATIONS:

- Eventual development of the U.S. Army Corps Park area at the south end of Parallel for recreational use.
- Construction of a bike bridge across the Stanislaus River connecting San Joaquin and Stanislaus Counties.
- Mavis Stouffer Park (a community park) is located in this District.
- Open space areas may be eligible for the City's wildlife habitat program.

MANLEY PLANNING DISTRICT

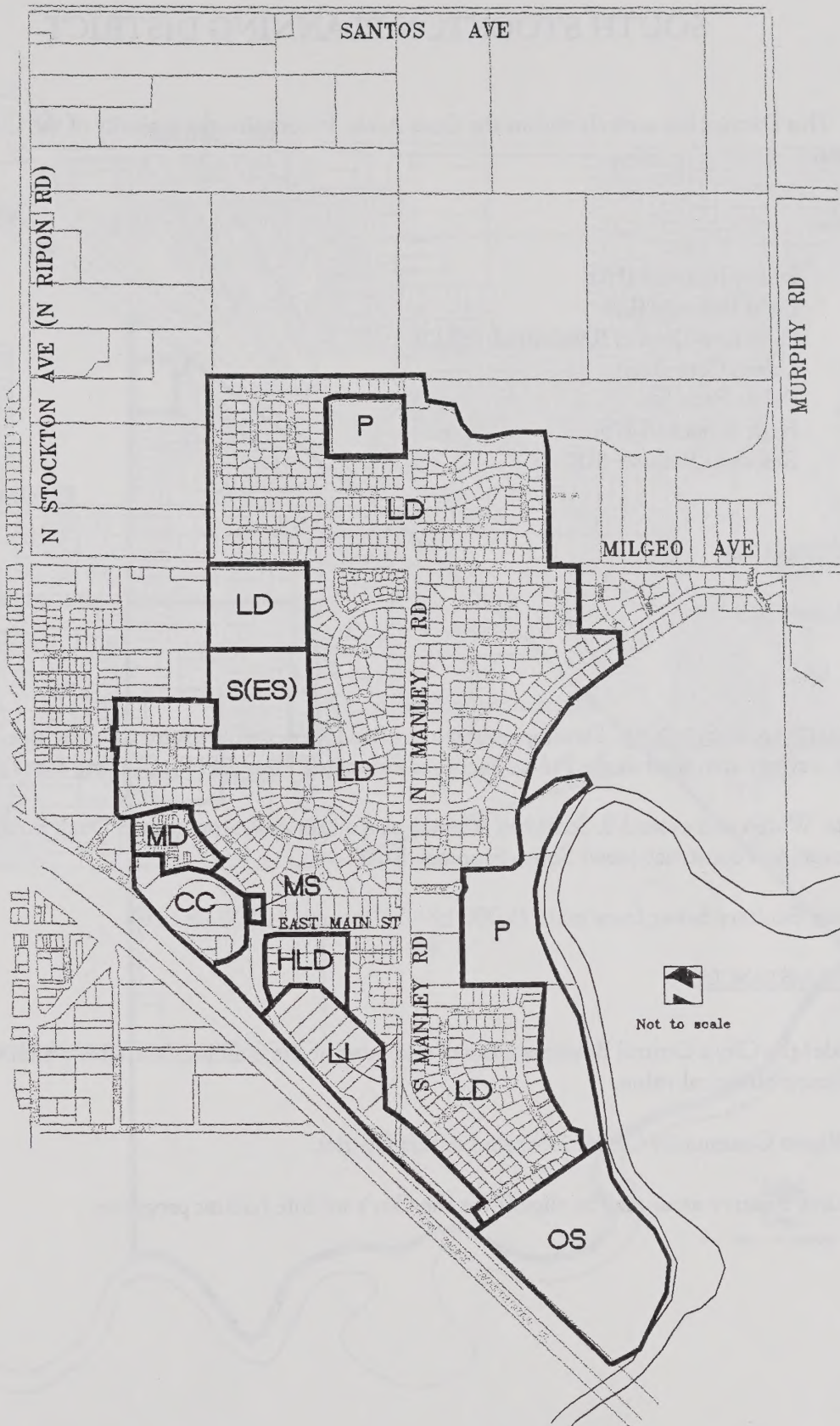


Exhibit 2.3.3

Exhibit 2.3.4

SOUTH STOCKTON PLANNING DISTRICT

OVERVIEW: This District lies entirely within the Core Area. It contains the majority of the City's current industrial uses.

LAND USE LIST:

191 acres	Heavy Industry (HI)
3 acres	Light Industry (LI)
46 acres	High Low Density Residential (HLD)
24 acres	Urban Core (UC)
10 acres	Public Park (P)
5 acres	High School (S-HS)
<u>59 acres</u>	Resource Reserve (RR)
338 acres	

BUILDOUT ESTIMATES:

■ *Population:* 822

■ *Jobs:* 1,411

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

■ *Streets:* Widen and extend S. Stockton Avenue as a minor collector; extend Doak Boulevard as a major collector; and construct (new) South Frontage Road.

■ *Utilities:* Sanitary Sewer force main (5,000 LF - 12"); water (1,500 LF - 16")

SPECIAL CIRCUMSTANCES:

■ Includes the City's Central Business District and most of the buildings and sites which would have significant historical value.

■ The Ripon Community Center is located in this District.

■ Resource Reserve areas may be eligible for the City's wildlife habitat programs.

SOUTH STOCKTON PLANNING DISTRICT

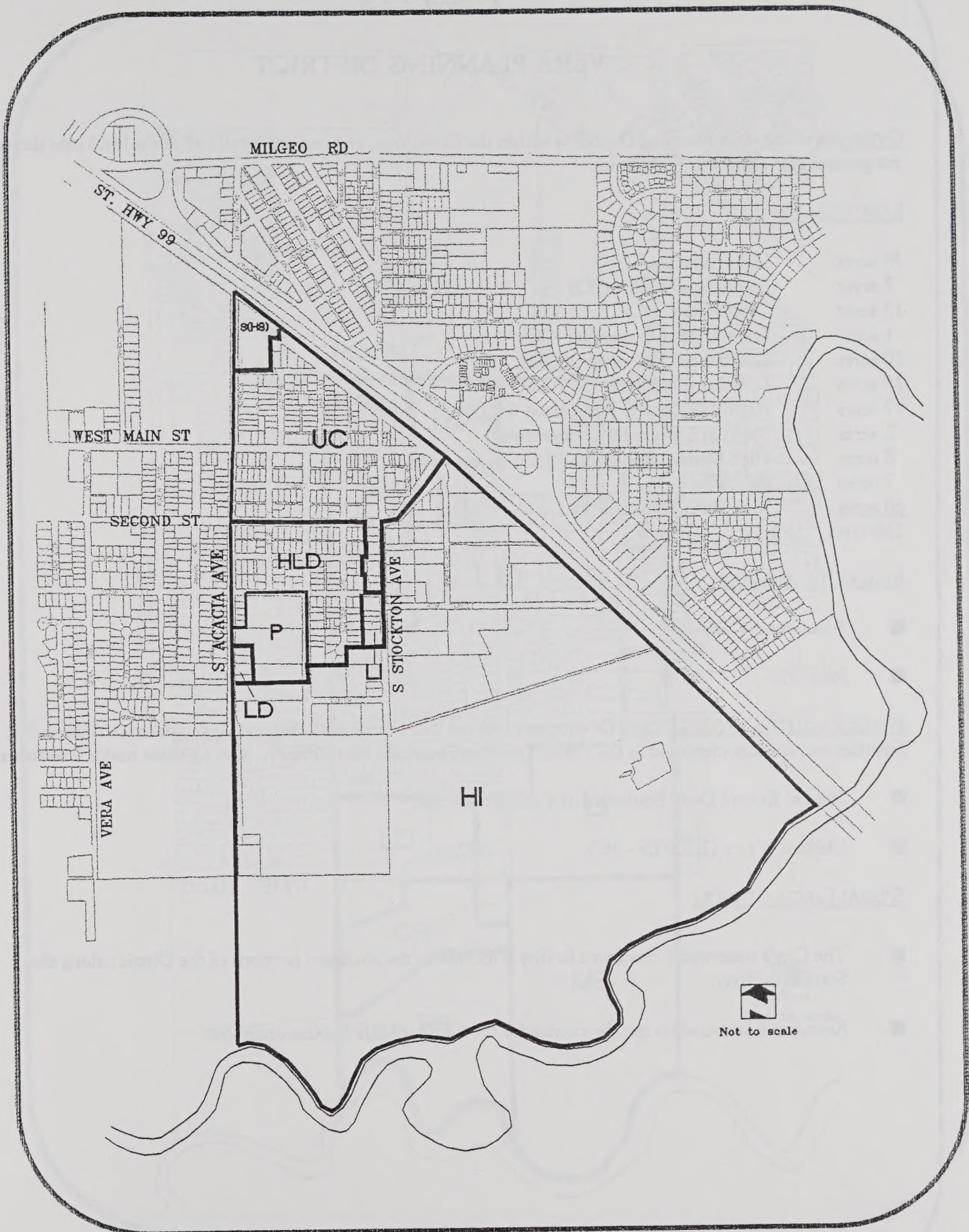


Exhibit 2.3.4

Exhibit 2.3.5

VERA PLANNING DISTRICT

OVERVIEW: The Vera Planning District is within the Core Area, and has practically all of the land uses shown in the general plan within its boundaries.

LAND USE LIST:

39 acres	Light Industry (LI)
2 acres	Professional Office (PO)
12 acres	Urban Core (UC)
1 acre	Community Commercial (CC)
20 acres	Commercial Recreation (CR)
25 acres	Low Density Residential (LD)
87 acres	High Low Density Residential (HLD)
2 acres	Medium Density Residential (MD)
8 acres	High Density Residential (HD)
2 acres	Public Park (P)
60 acres	Municipal Service (MS)
258 acres	

BUILDOUT ESTIMATES:

- *Population:* 1,770
- *Jobs:* 325

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Extend Doak Boulevard as a major collector.
- *Utilities:* Water (2,500 LF - 16")

SPECIAL CIRCUMSTANCES:

- The City's wastewater treatment facility is located in the southern portions of the District along the Stanislaus River.
- Resource Reserve areas may be eligible for the City's wildlife habitat programs.

VERA PLANNING DISTRICT

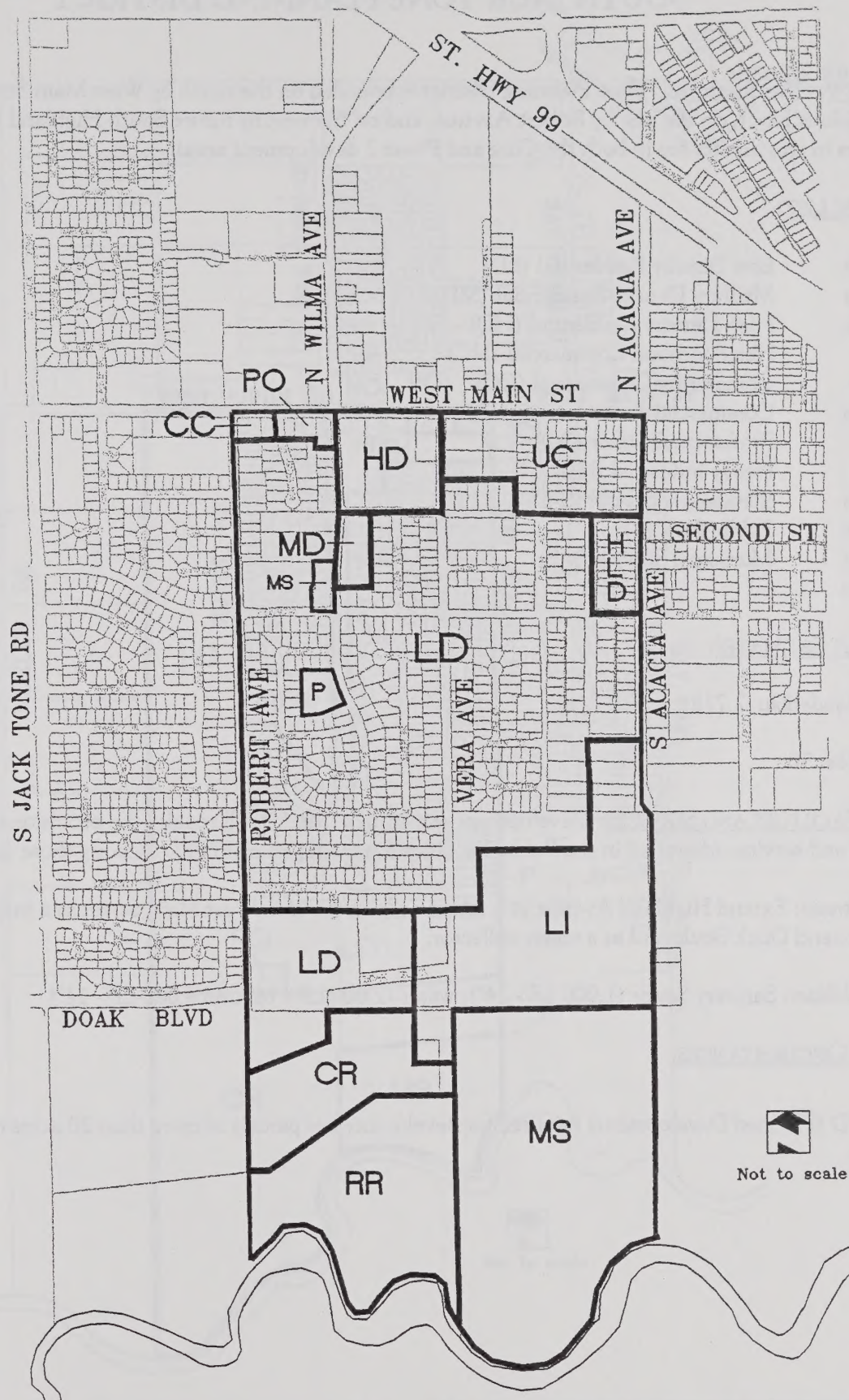


Exhibit 2.3.5

SOUTH JACK TONE PLANNING DISTRICT

OVERVIEW: The South Jack Tone Planning District is bounded on the north by West Main Street, on the south by the Stanislaus River, on the east by Robert Avenue, and on the west by future South Highland Road. The properties in this district are in both the Core and Phase 2 development areas.

LAND USE LIST:

227 acres	Low Density Residential (LD)
4 acres	Medium Density Residential (MD)
4 acres	High Density Residential (HD)
1 acre	Neighborhood Commercial (NC)
1 acre	Community Commercial (CC)
99 acres	Commercial Recreational (CR)
2 acre	Professional Office (PO)
2 acres	Heavy Industrial (HI)
10 acres	Elementary School (S-ES)
1 acres	Public Park (P)
<u>20 acres</u>	Municipal Service (MS)
371 acres	

BUILDOUT ESTIMATES:

- *Population:* 2,778
- *Jobs:* 30

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Extend Highland Avenue as a minor collector; widen West Main Street as a major arterial; and extend Doak Boulevard as a major collector.
- *Utilities:* Sanitary Sewer (1,000 LF - 24"); water (2,600 LF - 16" and 4,000 LF - 12")

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) required for development of parcels of more than 20 acres in size.

SOUTH JACK TONE PLANNING DISTRICT

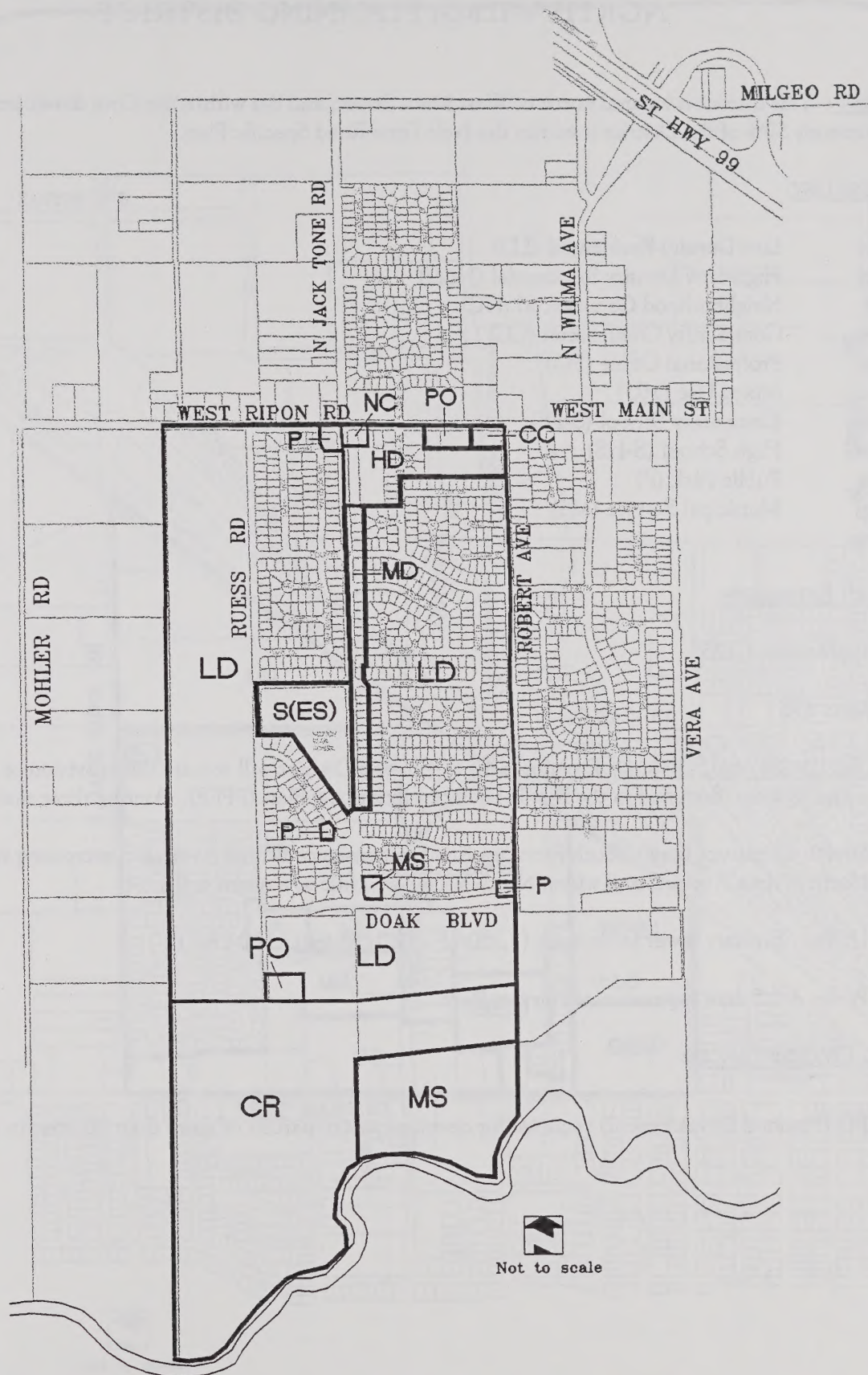


Exhibit 2.3.6

Exhibit 2.3.7

NORTH WILMA PLANNING DISTRICT

OVERVIEW: This district is located north of West Main Street, and lies within the Core development area. Approximately 50% of the District is within the Jack Tone Road Specific Plan.

LAND USE LIST:

85 acres	Low Density Residential (LD)
6 acres	High-Low Density Residential (HLD)
1 acre	Neighborhood Commercial (NC)
25 acres	Community Commercial (CC)
4 acres	Professional Office (PO)
44 acres	Mixed Use (MU)
30 acres	Elementary School (S-ES)
36 acres	High School (S-HS)
3 acres	Public Park (P)
<u>10 acres</u>	Municipal Service (MS)
244 acres	

BUILDOUT ESTIMATES:

- *Population:* 1,125
- *Jobs:* 695

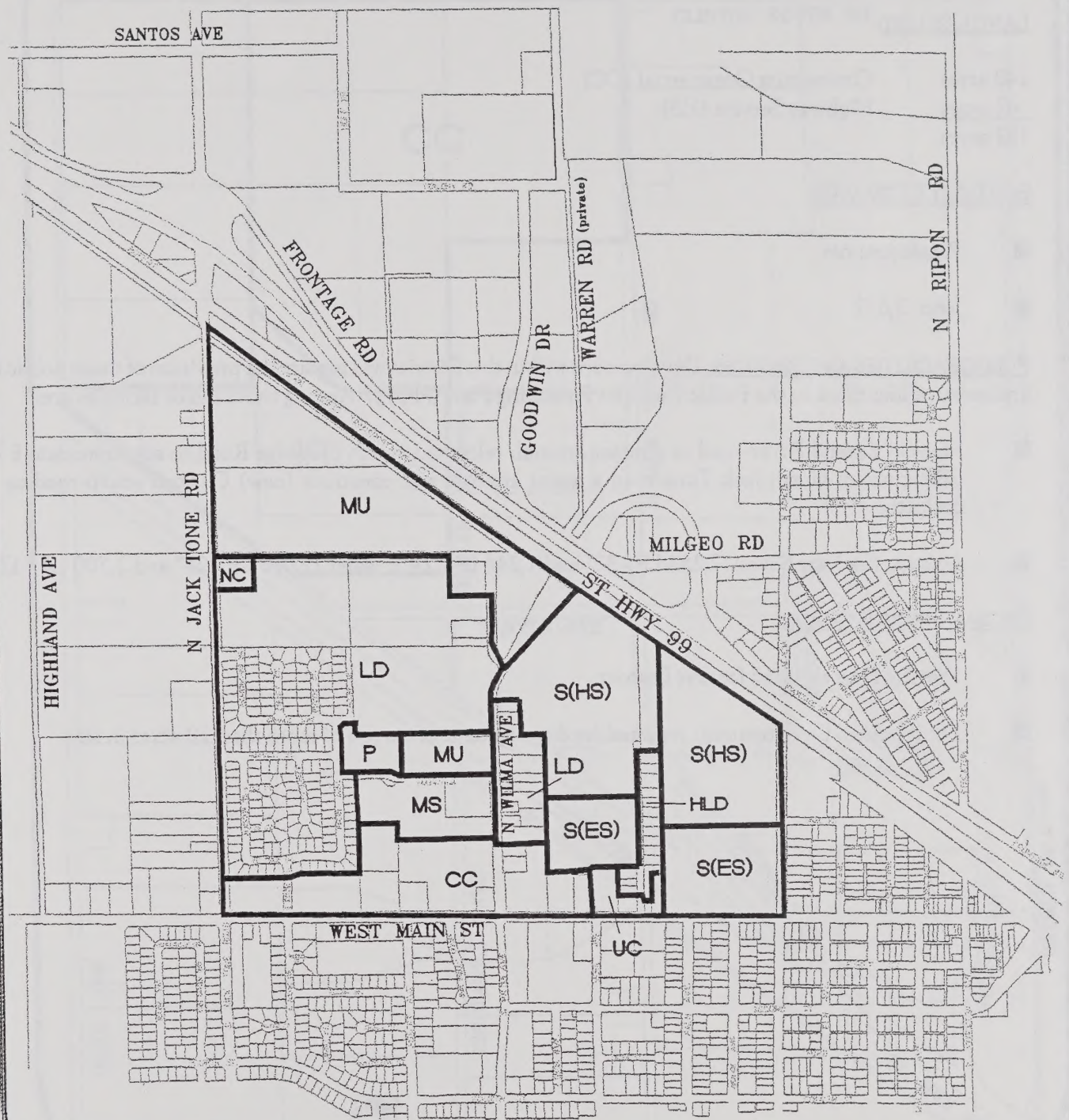
PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Construct (new) South Frontage Road; reconstruct Wilma Avenue overcrossing intersection with North Wilma Avenue; and widen North Wilma Avenue as a major collector.
- *Utilities:* Sanitary sewer force main (1,250 LF - 12"); water (3,500 LF - 12")
- *Parks:* A 1.5 acre expansion of Harvest Park.

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) required for development of parcels of more than 20 acres in size.

NORTH WILMA PLANNING DISTRICT



Not to scale

Exhibit 2.3.8

NORTH JACK TONE PLANNING DISTRICT

OVERVIEW: The North Jack Tone Planning District lies within the Phase 1 and Phase 4 development areas, and includes a small portion of the North Pointe Commerce area.

LAND USE LIST:

140 acres	Community Commercial (CC)
<u>42 acres</u>	Highway Service (HS)
182 acres	

BUILDOUT ESTIMATES:

- *Population:* n/a
- *Jobs:* 2,612

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Extend River road as a major arterial; relocated North Frontage Road to accommodate 8 lanes on SR99; widen North Jack Tone road a major arterial; and construct (new) Clinton south road as a minor collector.
- *Utilities:* Sanitary Sewer (2,254 LF - 30" and 1,244 LF - 24"); water (2,000 LF - 24" and 2,500 LF - 12")

SPECIAL CIRCUMSTANCES:

- Specific Plan required for this District.
- PD (Planned Development) required for development of parcels of more than 20 acres in size.

NORTH JACK TONE PLANNING DISTRICT

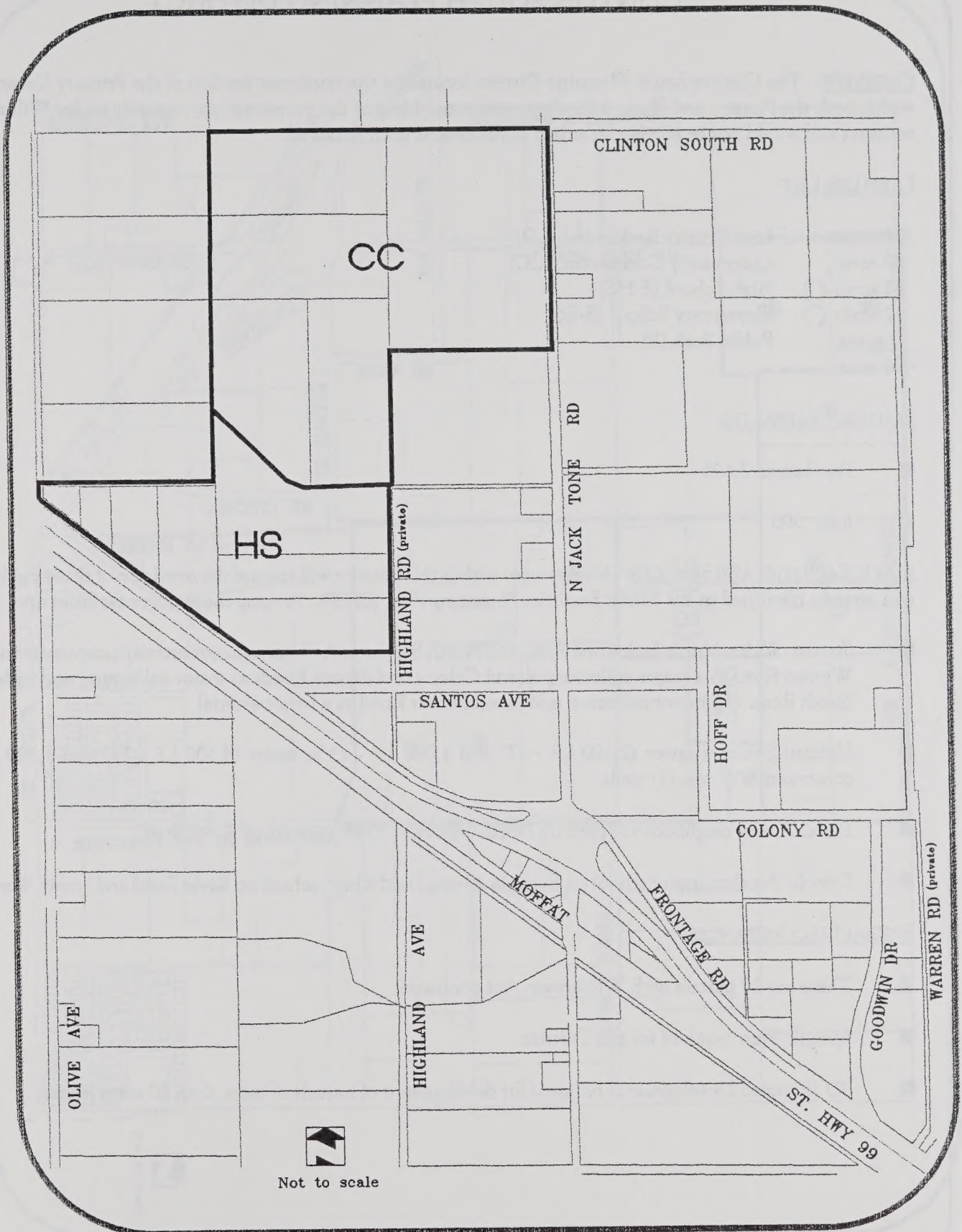


Exhibit 2.3.8

CLINTON SOUTH PLANNING DISTRICT

OVERVIEW: The Clinton South Planning District located in the northeast portion of the Primary Urban Area lies within both the Phase 1 and Phase 4 development areas. Most of the properties are currently under Williamson Act contract and would not be eligible for urban development until removed.

LAND USE LIST:

308 acres	Low Density Residential (LD)
40 acres	Community Commercial (CC)
41 acres	High School (S-HS)
12 acres	Elementary School (S-ES)
<u>5 acres</u>	Public Park (P)
406 acres	

BUILDOUT ESTIMATES:

- *Population:* 3,696
- *Jobs:* 500

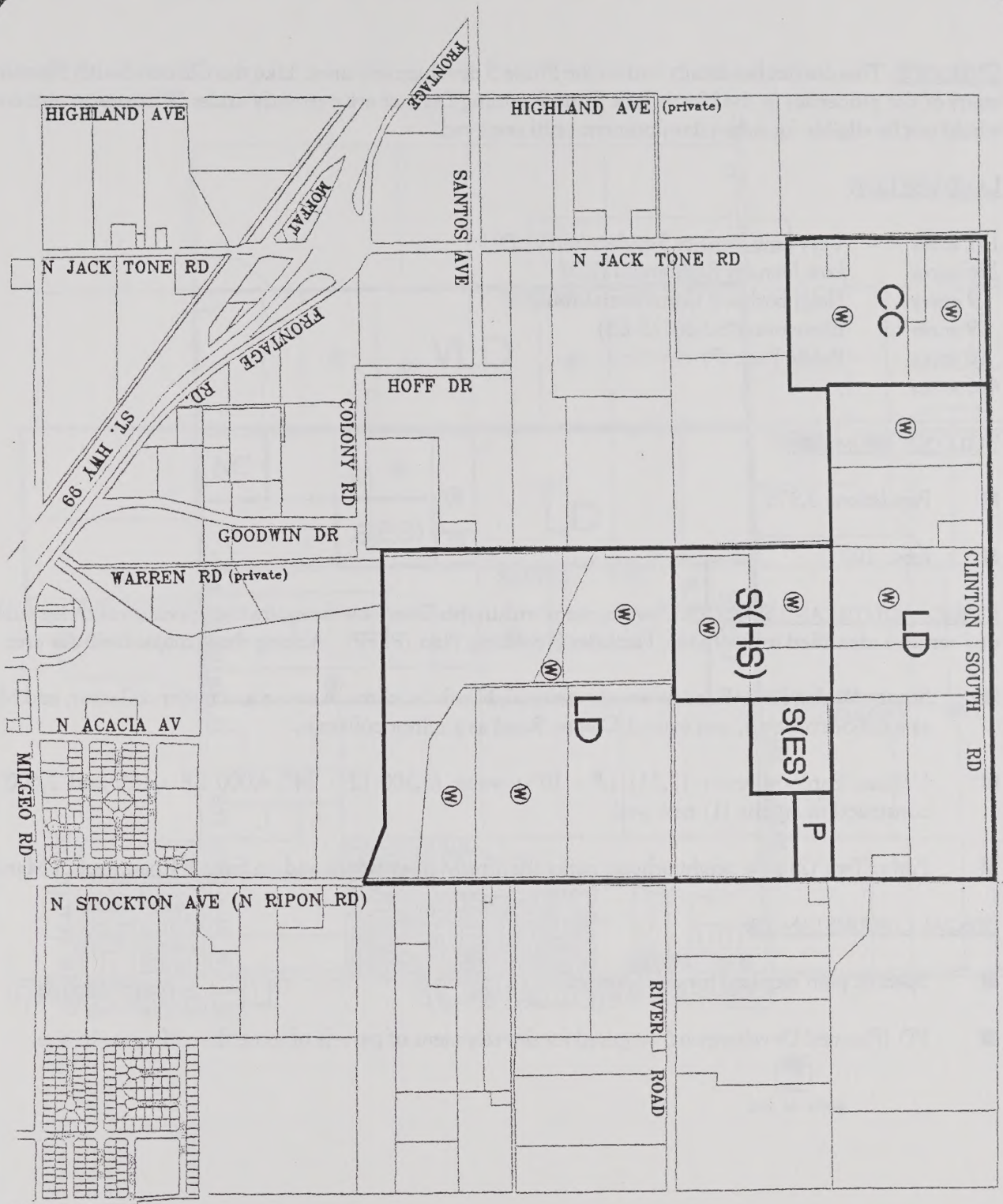
PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen North Jack Tone Road and North Stockton Avenue as major arterials; construct (new) North Warren Road as a major collector; extend Colony and Santos Roads as major collectors; and widen Clinton South Road as a minor collector; and extend River Road as a major arterial.
- *Utilities:* Sanitary sewer (2,100 LF - 12" and 1,000 LF - 21"); water (4,300 LF - 24" and 5,300 LF - 12"); construction of two (2) wells
- *Parks:* A new neighborhood park on North Stockton Avenue north of River Road.
- *Schools:* An elementary school on Eugenia Avenue and a high school on River Road and (new) Warren Road.

SPECIAL CIRCUMSTANCES:

- There are 10 parcels with Williamson Act contracts.
- Specific Plan required for this District.
- PD (Planned Development) required for development of parcels of more than 20 acres in size.

CLINTON SOUTH PLANNING DISTRICT



Not to scale



Exhibit 2.3.9

NORTH RIPON PLANNING DISTRICT

OVERVIEW: This district lies totally within the Phase 5 development area. Like the Clinton South Planning District, many of the properties in the North Jack Tone Planning District are currently under Williamson Act contract and would not be eligible for urban development until removed.

LAND USE LIST:

151 acres	Very Low Density Residential (VLD)
256 acres	Low Density Residential (LD)
9 acres	Neighborhood Commercial (NC)
19 acres	Elementary School (S-ES)
<u>10 acres</u>	Public Park (P)
445 acres	

BUILDOUT ESTIMATES:

- *Population:* 3,978
- *Jobs:* 100

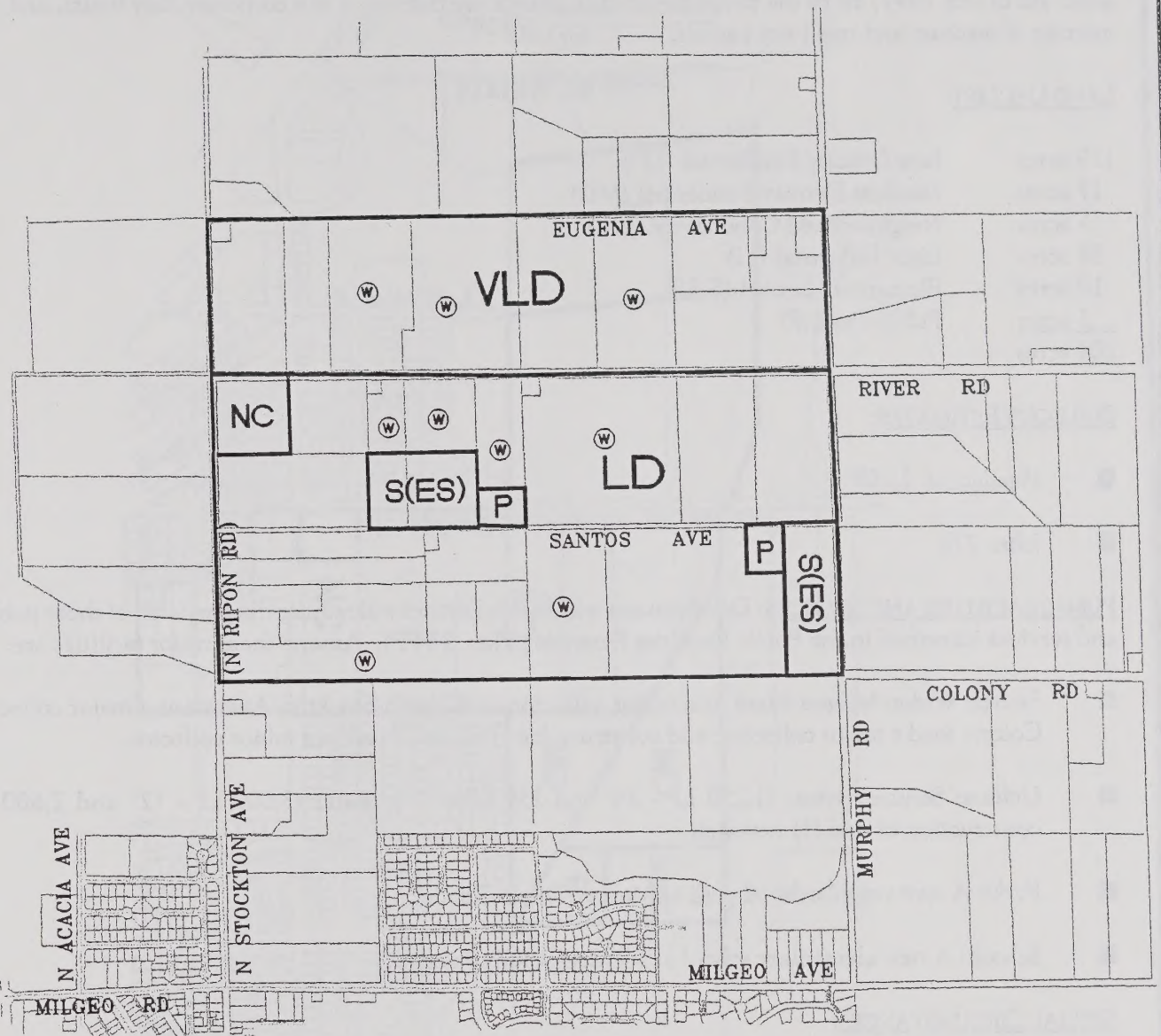
PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen River Road as a major arterial, North Stockton Avenue as a major collector, and Murphy road as a major collector; and extend Colony Road as a minor collector.
- *Utilities:* Sanitary sewer (1,311 LF - 10"); water (5,300 LF - 24", 4,000 LF - 16", and 2,600 LF - 12"); construction on one (1) new well
- *Parks:* Two (2) new neighborhood parks (Santos/Manley Roads and on Santos Road west of Manley Road).

SPECIAL CIRCUMSTANCES:

- Specific plan required for this District.
- PD (Planned Development) required for development of parcels of more than 20 acres in size.

NORTH RIPON PLANNING DISTRICT



Not to scale

MILGEO PLANNING DISTRICT

OVERVIEW: About one-half of this district lies within the Core Area while the other half is in the Phase 1 development area. As of late 1997, all of the properties in this district are outside of the corporate City limits, and consist of a mixture of medium and small size parcels.

LAND USE LIST:

129 acres	Low Density Residential (LD)
17 acres	Medium Density Residential (MD)
5 acres	Neighborhood Commercial (NC)
38 acres	Light Industrial (LI)
10 acres	Elementary School (S-ES)
5 acres	Public Park (P)
204 acres	

BUILDOUT ESTIMATES:

■ *Population:* 2,109

■ *Jobs:* 272

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen Milgeo Road as a minor collector, and North Stockton Avenue as a major collector; extend Colony road a major collector; and construct (new) Shasta Road as a minor collector.
- *Utilities:* Sanitary sewer (1,250 LF - 24" and 239 LF - 12"); water (3,000 LF - 12" and 2,600 LF - 16"); construction of one (1) new well
- *Parks:* A new neighborhood park at Manley/Shasta Roads.
- *Schools:* A new elementary school at Manley/Colony Roads.

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) required for development of parcels of more than 20 acres in size.
- Specific Plan required for the entire area north of the Boesch-Kingery Estates and Vermeulen Meadows Subdivisions.

MILGEO PLANNING DISTRICT

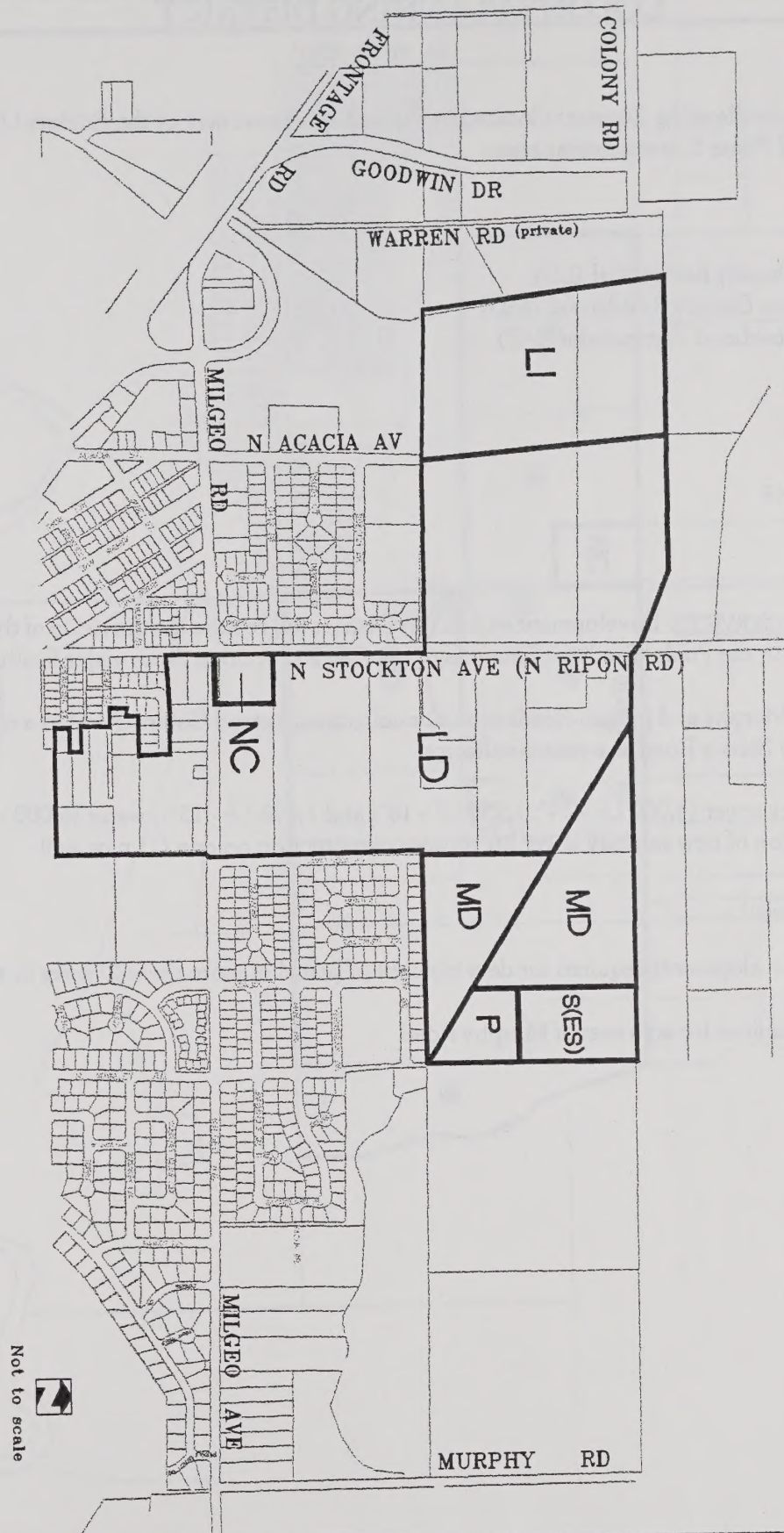


Exhibit 2.3.11

COLONY PLANNING DISTRICT

OVERVIEW: The Colony Planning District is located in the mid-northeast area of the Primary Urban Area, and lies within the Phase 5 and Phase 6 development areas.

LAND USE LIST:

295 acres	Low Density Residential (LD)
4 acres	Medium Density Residential (MD)
10 acres	Neighborhood Commercial (NC)
309 acres	

BUILDOUT ESTIMATES:

- *Population:* 3,648
- *Jobs:* 125

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen Murphy and Milgeo Roads as minor collectors; extend Colony Road as a minor collector; and construct (new) Shasta Road as a minor collector.
- *Utilities:* Sanitary sewer (4,000 LF - 24"; 1,350 LF - 18"; and 1,698 LF - 15"); water (6,000 - 12" and 9,600 LF - 16"); construction of new sanitary sewer lift station; construction on one (1) new well

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) required for development of parcel of more than 20 acres in size.
- Specific plan required for area east of Murphy Road.

COLONY PLANNING DISTRICT

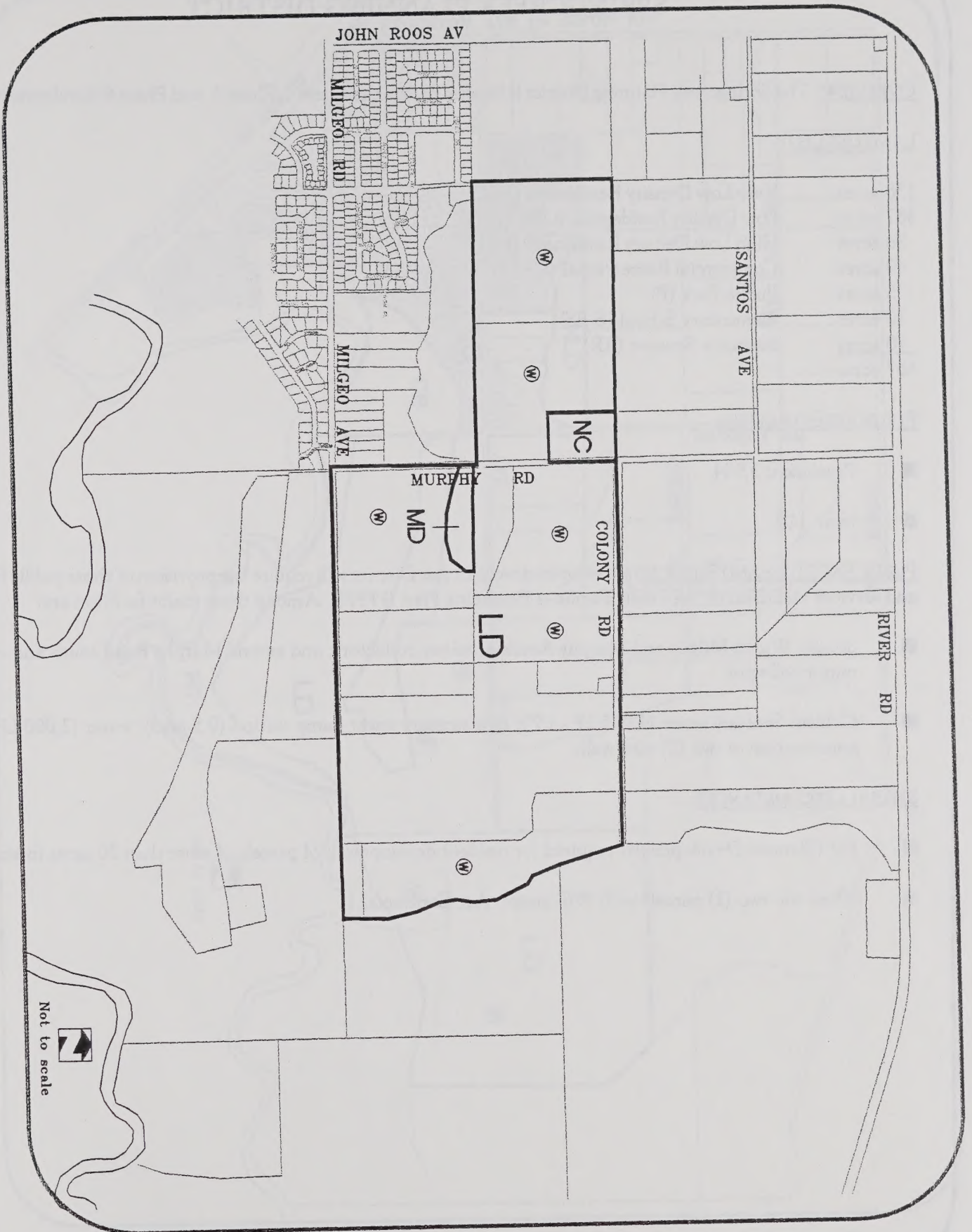


Exhibit 2.3.12

OLIVE PLANNING DISTRICT

OVERVIEW: This district is located within the Phase 2 and Phase 3 development areas, and some of the properties are in the Jack Tone Road Specific Plan.

LAND USE LIST:

156 acres	Low Density Residential (LD)
57 acres	Mixed Use (MU)
23 acres	Light Industry (LI)
<u>150 acres</u>	Heavy Industry (HI)
386 acres	

BUILDOUT ESTIMATES:

- *Population:* 1,872
- *Jobs:* 1,480

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen North Jack Tone Road as a major arterial, widen Highland Avenue as a major collector, and widen Olive as an expressway; extend Canal Boulevard as a major collector; and construct Mohler Road as a major collector, and construct (new) South Frontage Road.
- *Utilities:* Sanitary sewer (940 LF - 30"; 839 LF - 36"; 2,000 LF - 42"; and 4,200 LF - 12"); water (5,300 LF - 24" and 3,900 LF - 16"); construction of two (2) new wells

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) required for resident development of parcels of more than 20 acres in size.
- Those properties between North Jack Tone Road and Highland Avenue are within the Jack Tone Road Specific Plan.

OLIVE PLANNING DISTRICT

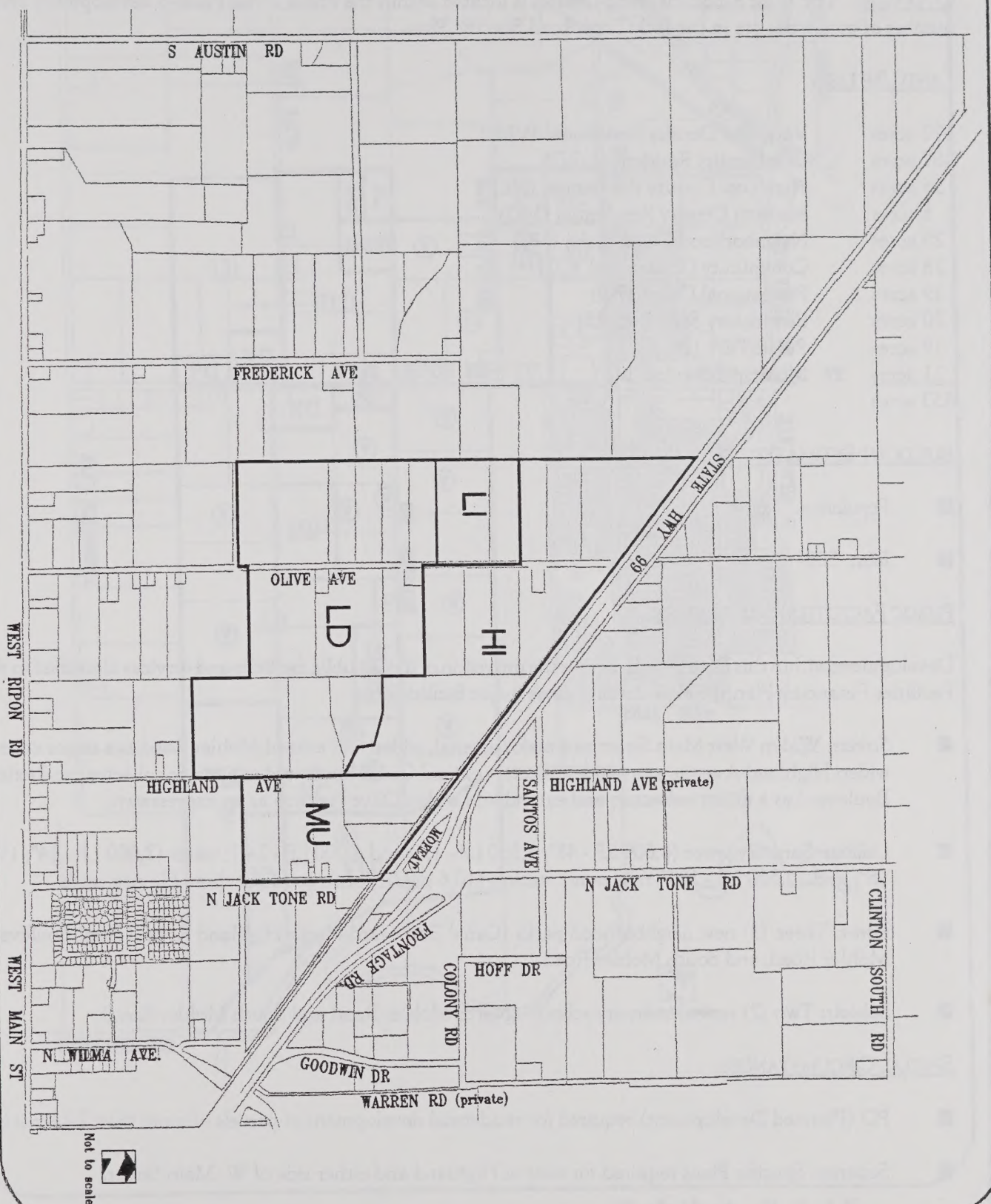


Exhibit 2.3.14

WEST RIPON PLANNING DISTRICT

OVERVIEW: The West Ripon Planning District is located within the Phase 2 and Phase 3 development areas, and a number of properties are in the Jack Tone Road Specific Plan.

LAND USE LIST:

170 acres	Very Low Density Residential (VLD)
487 acres	Low Density Residential (LD)
55 acres	High Low Density Residential (HLD)
5 acres	Medium Density Residential (MD)
29 acres	Neighborhood Commercial (NC)
28 acres	Community Commercial (CC)
19 acres	Professional Office (PO)
20 acres	Elementary School (S-ES)
19 acres	Public Park (P)
<u>21 acres</u>	Municipal Service (MS)
853 acres	

BUILDOUT ESTIMATES:

- *Population:* 7,614
- *Jobs:* 805

PUBLIC FACILITIES AND SERVICES:

Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen West Main Street as a major arterial, widen and extend Mohler Road as a major collector, and widen Highland Avenue as a major collector; extend Canal Boulevard as a major collector, and extend Doak Boulevard as a minor collector; and extend and widen Olive Avenue as an expressway.
- *Utilities:* Sanitary sewer (6,600 LF - 48"; 5,550 LF - 12"; and 4,000 LF - 24"); water (2,600 LF - 24"; 11,200 LF - 16"; and 10,500 LF - 12"); new pump station (10.6 mgd); construction of three (3) new wells
- *Parks:* Three (3) new neighborhood parks (Canal Boulevard/North Highland Road, Canal Boulevard/North Mohler Road, and South Mohler Road).
- *Schools:* Two (2) new elementary schools (North Mohler Road and South Mohler Road).

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) required for residential development of parcels of more than 20 acres in size.
- Separate Specific Plans required for west of Highland and either side of W. Main Street.

WEST RIPON PLANNING DISTRICT

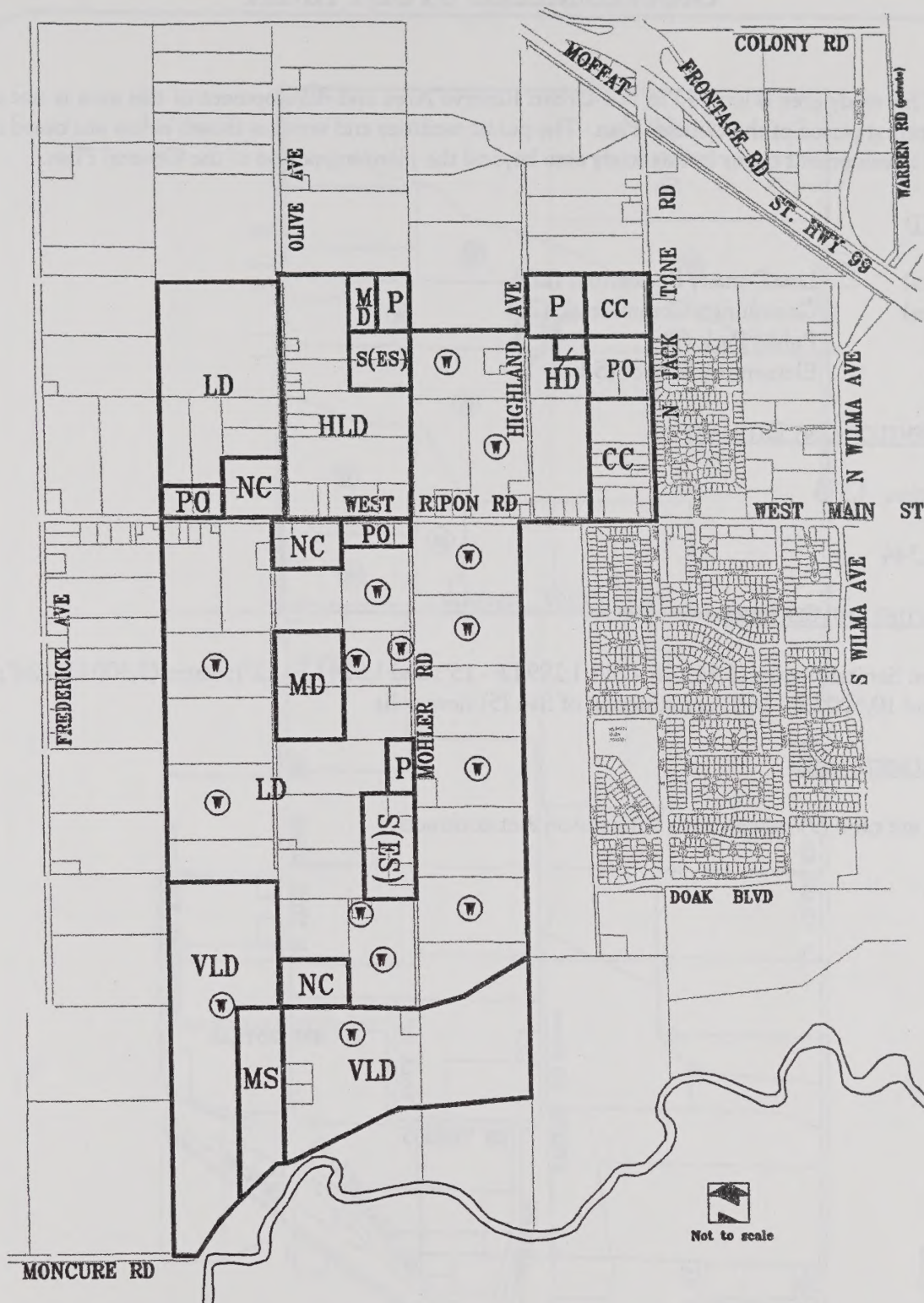


Exhibit 2.3.15

GRAVES/MELLO STUDY AREA

OVERVIEW: This study area is located in the Urban Reserve Area and development of this area is not anticipated within the planning period of the General Plan. The public facilities and services shown below are based on the land use list should development occur in this study area beyond the planning period of the General Plan.

LAND USE LIST:

46% (289 acres)	Low Density Residential (LD)
49% (302 acres)	Community Commercial (CC)
2% (10 acres)	Public Park (P)
3% (20 acres)	Elementary School (S-ES)

POTENTIAL DEVELOPMENT ESTIMATES:

■ *Population:* 4,335

■ *Jobs:* 1,344

PUBLIC FACILITIES AND SERVICES:

■ *Utilities:* Sanitary sewer (1,341 LF - 18"; 1,299 LF - 15"; and 1,324 LF - 12"); water (5,300 LF - 24"; 10,600 LF - 12"; and 10,600 LF - 16"); construction of five (5) new wells

SPECIAL CIRCUMSTANCES:

■ There are nine (9) parcels with Williamson Act contracts.

GRAVES/MELLO STUDY AREA

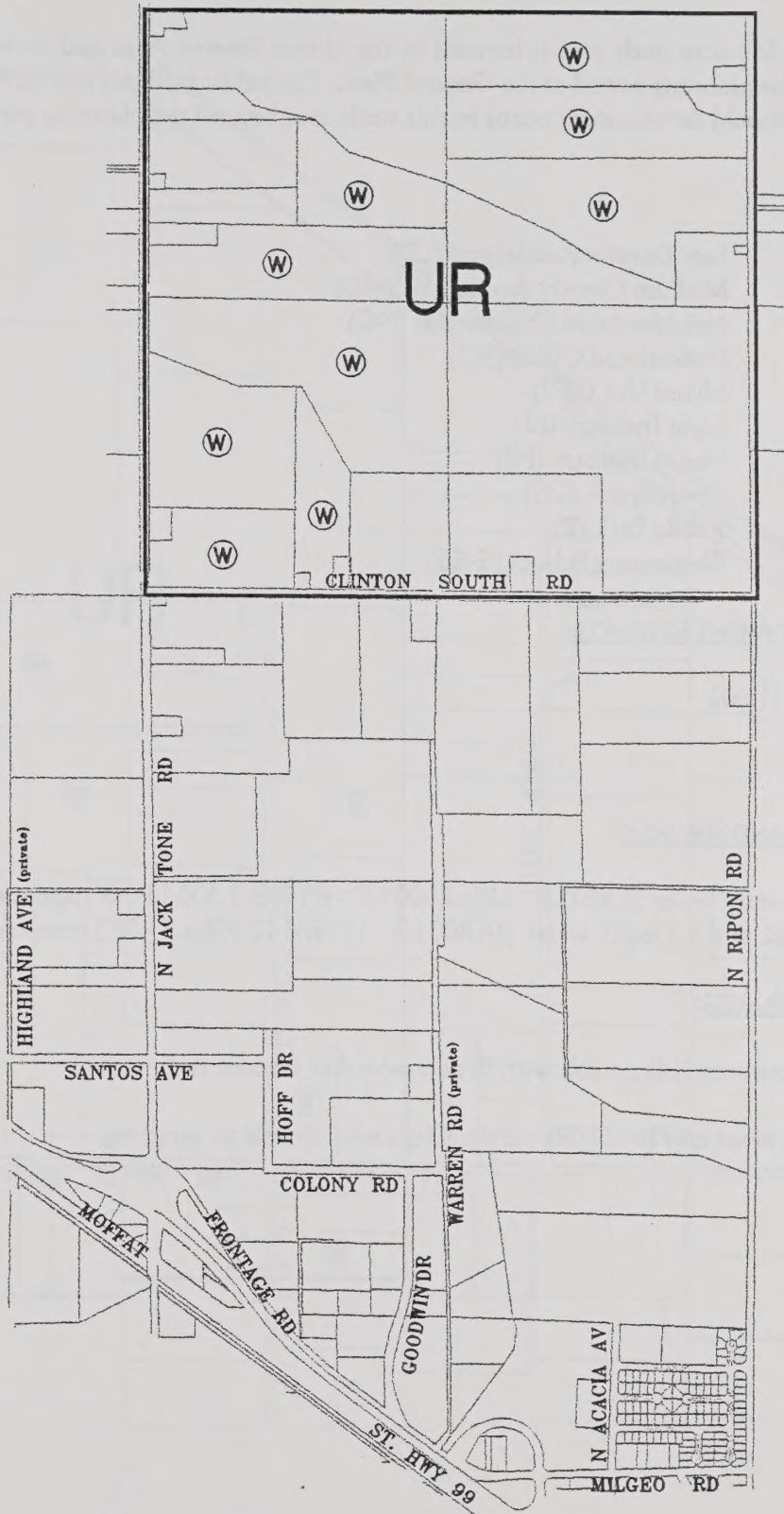


Exhibit 2.3.16

FREDERICK STUDY AREA

OVERVIEW: This 1,266 acre study area is located in the Urban Reserve Area and development of this area is not anticipated within the planning period of the General Plan. The public facilities and services shown below are based on the land use list should development occur in this study area beyond the planning period of the General Plan.

LAND USE LIST:

55% (687 acres)	Low Density Residential (LD)
2% (27 acres)	Medium Density Residential (MD)
1% (9 acres)	Neighborhood Commercial (NC)
1% (10 acres)	Professional Office (PO)
15% (196 acres)	Mixed Use (MU)
3% (38 acres)	Light Industry (LI)
16% (207 acres)	Heavy Industry (HI)
3% (39 acres)	Open Space (OS)
2% (23 acres)	Public Park (P)
2% (30 acres)	Elementary School (S-ES)

POTENTIAL DEVELOPMENT ESTIMATE:

- *Population:* 11,601
- *Jobs:* 1,266

PUBLIC FACILITIES AND SERVICES:

- *Utilities:* Sanitary sewer (6,500 LF - 12"; 5,500 LF - 6"; and 5,500 LF - 8"); sanitary sewer pump stations (2.4 mgd; 0.7 mgd; and 1.1 mgd); water (14,800 LF - 16" and 12,950 LF - 12"); construction of three (3) new wells

SPECIAL CIRCUMSTANCES:

- There are fourteen (14) parcels with Williamson Act Contracts.
- Open space areas may be eligible for the City's wildlife habitat program.

FREDERICK STUDY AREA

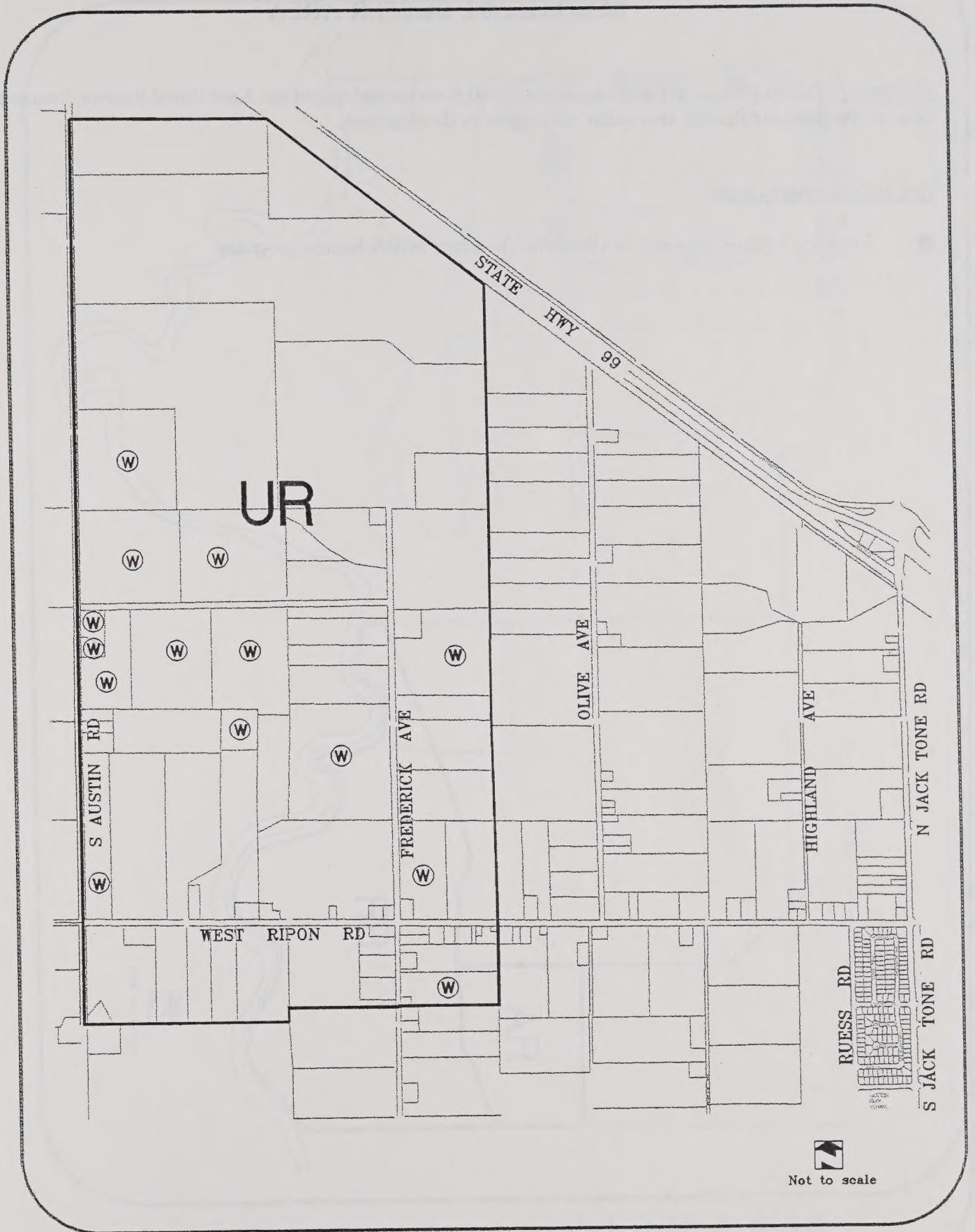


Exhibit 2.3.17

Exhibit 2.3.18

SOUTHEAST BUFFER AREA

OVERVIEW: This buffer area contains approximately 40 acres located within the Agricultural Reserve Area and 150 acres in the Resource Reserve area and is not eligible for development.

SPECIAL CIRCUMSTANCES:

- Resource Reserve areas may be eligible for the City's wildlife habitat programs.

SOUTHEAST BUFFER AREA

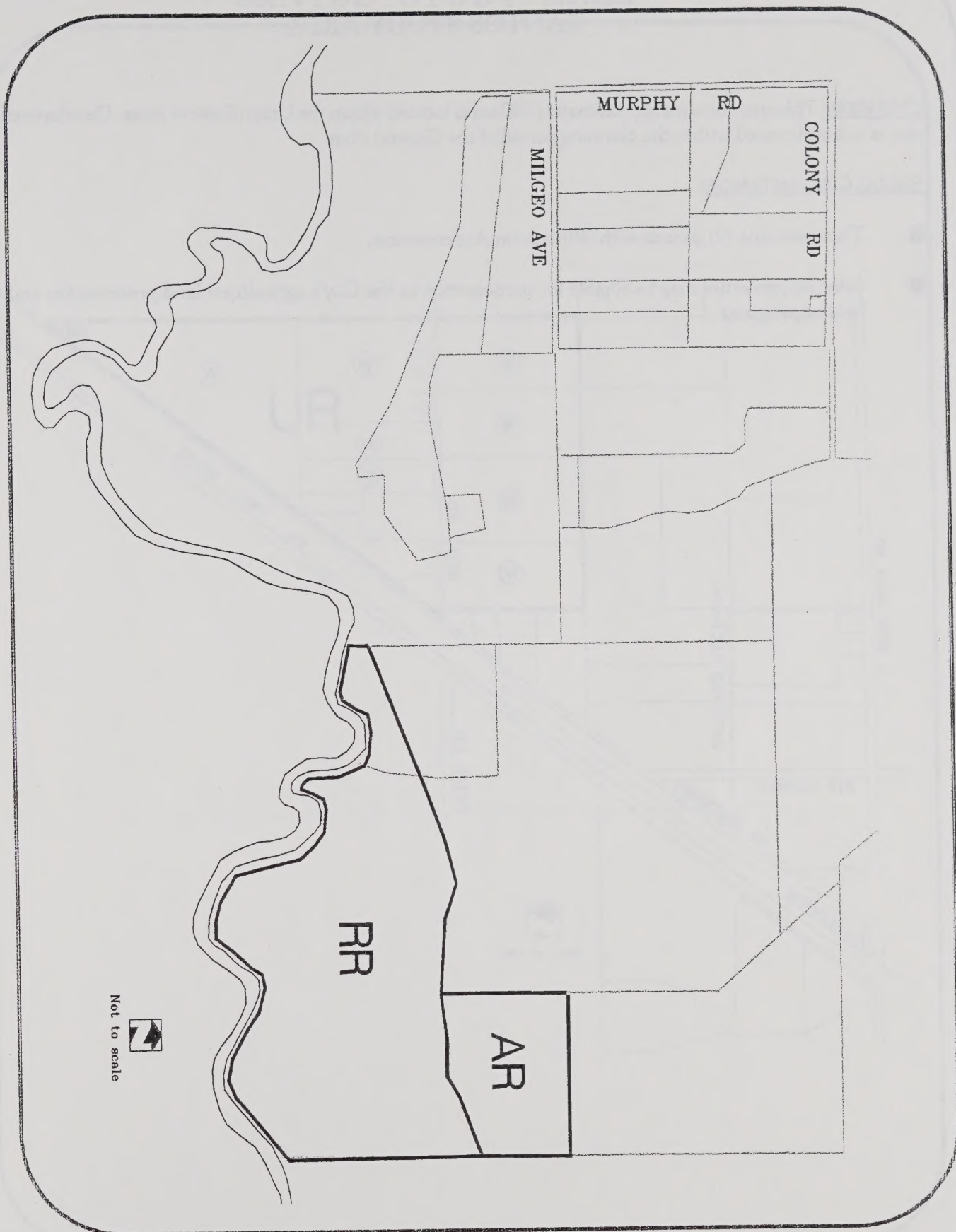


Exhibit 2.3.18

SANTOS STUDY AREA

OVERVIEW: This area contains approximately 200 acres located within the Urban Reserve Area. Development of this area is not anticipated within the planning period of the General Plan

SPECIAL CIRCUMSTANCES:

- There are nine (9) parcels with Williamson Act contracts.
- Selected properties may be eligible for participation in the City's agricultural land preservation and wildlife habitat programs.

SANTOS STUDY AREA

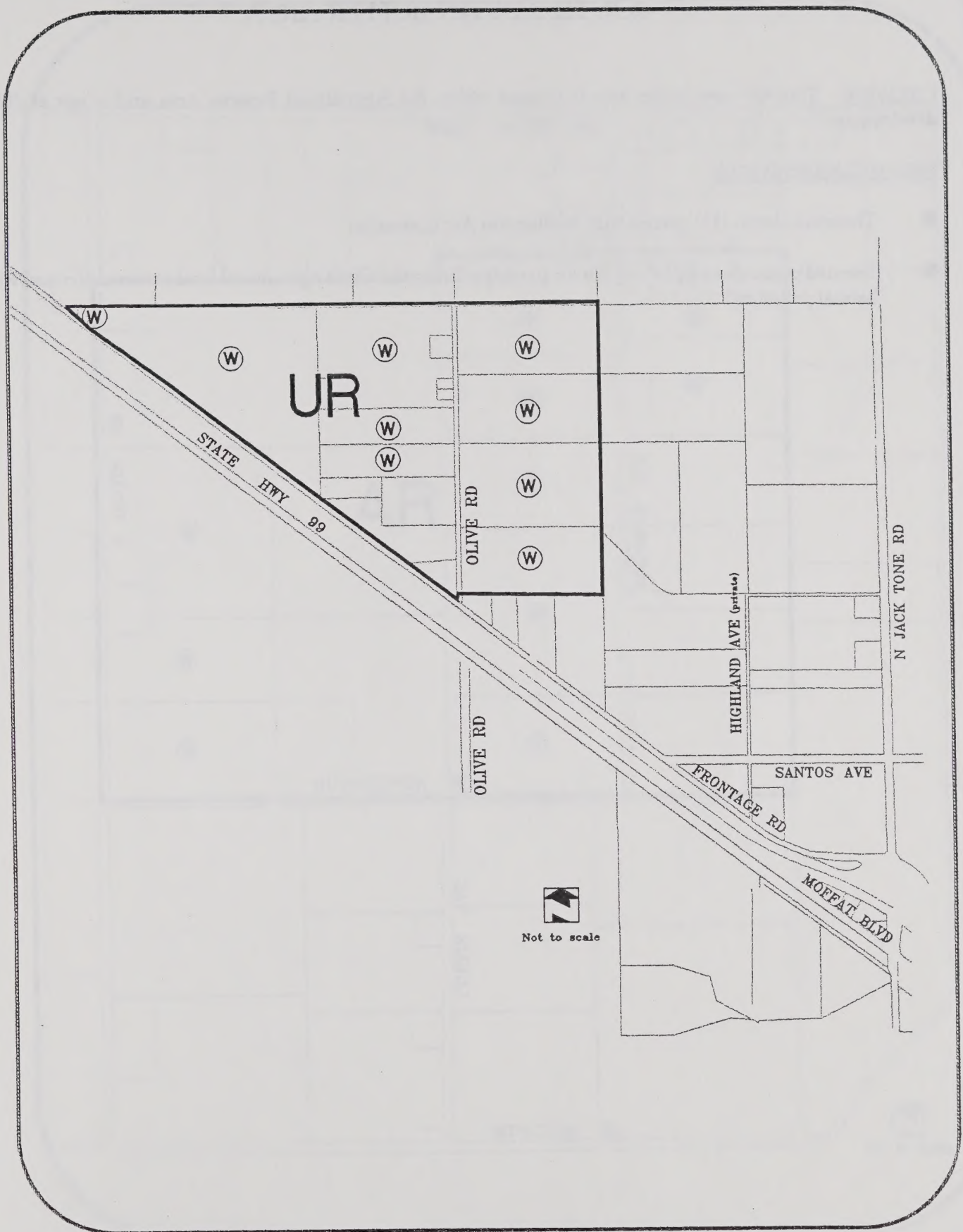


Exhibit 2.3.19

SOUTH AUSTIN BUFFER AREA

OVERVIEW: This 439 acre buffer area is located within the Agricultural Reserve Area and is not eligible for development.

SPECIAL CIRCUMSTANCES:

- There are eleven (11) parcels with Williamson Act Contracts.
- Selected properties may be eligible for participation in the City's agricultural land preservation and wildlife habitat programs.

SOUTH AUSTIN BUFFER AREA

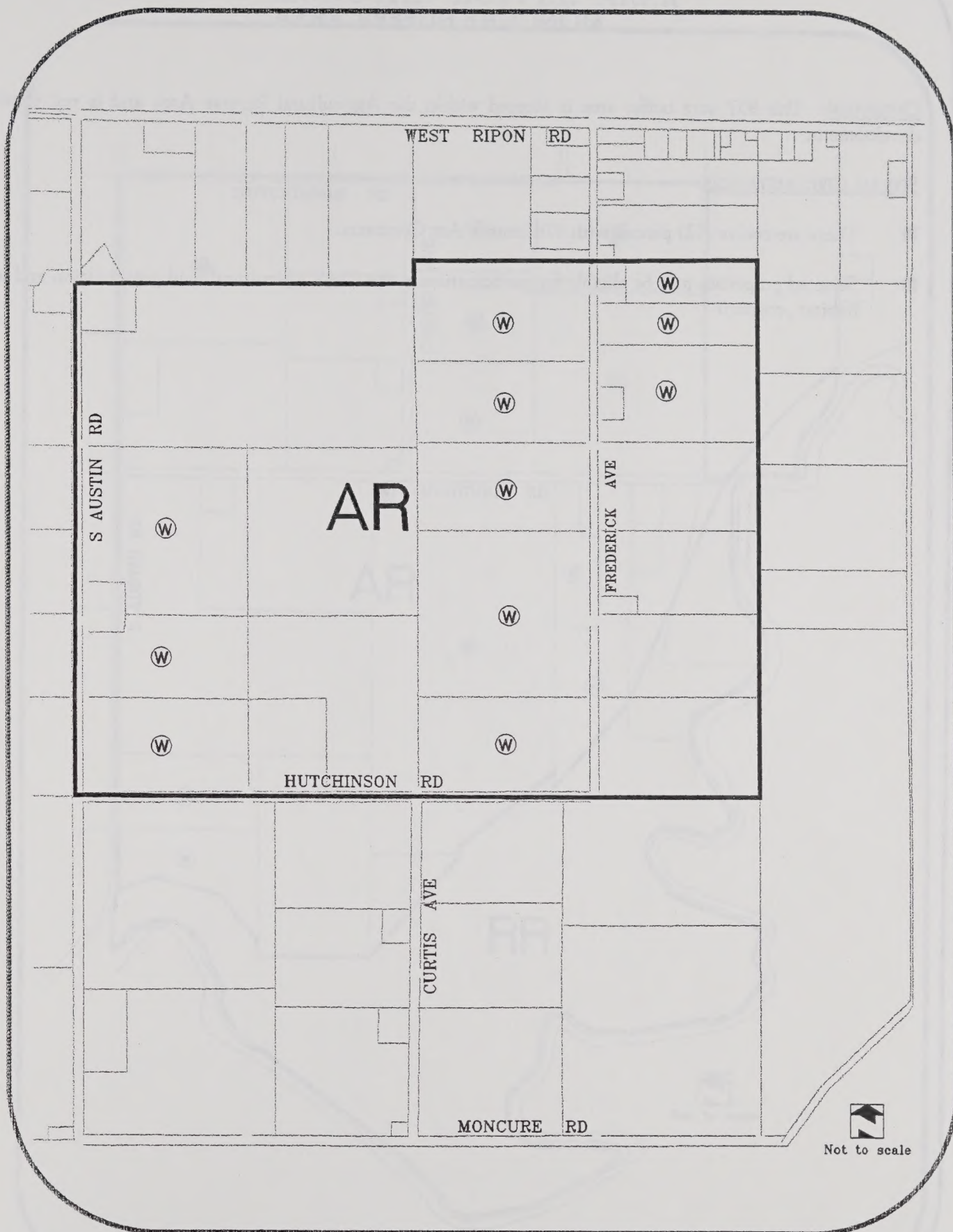


Exhibit 2.3.20

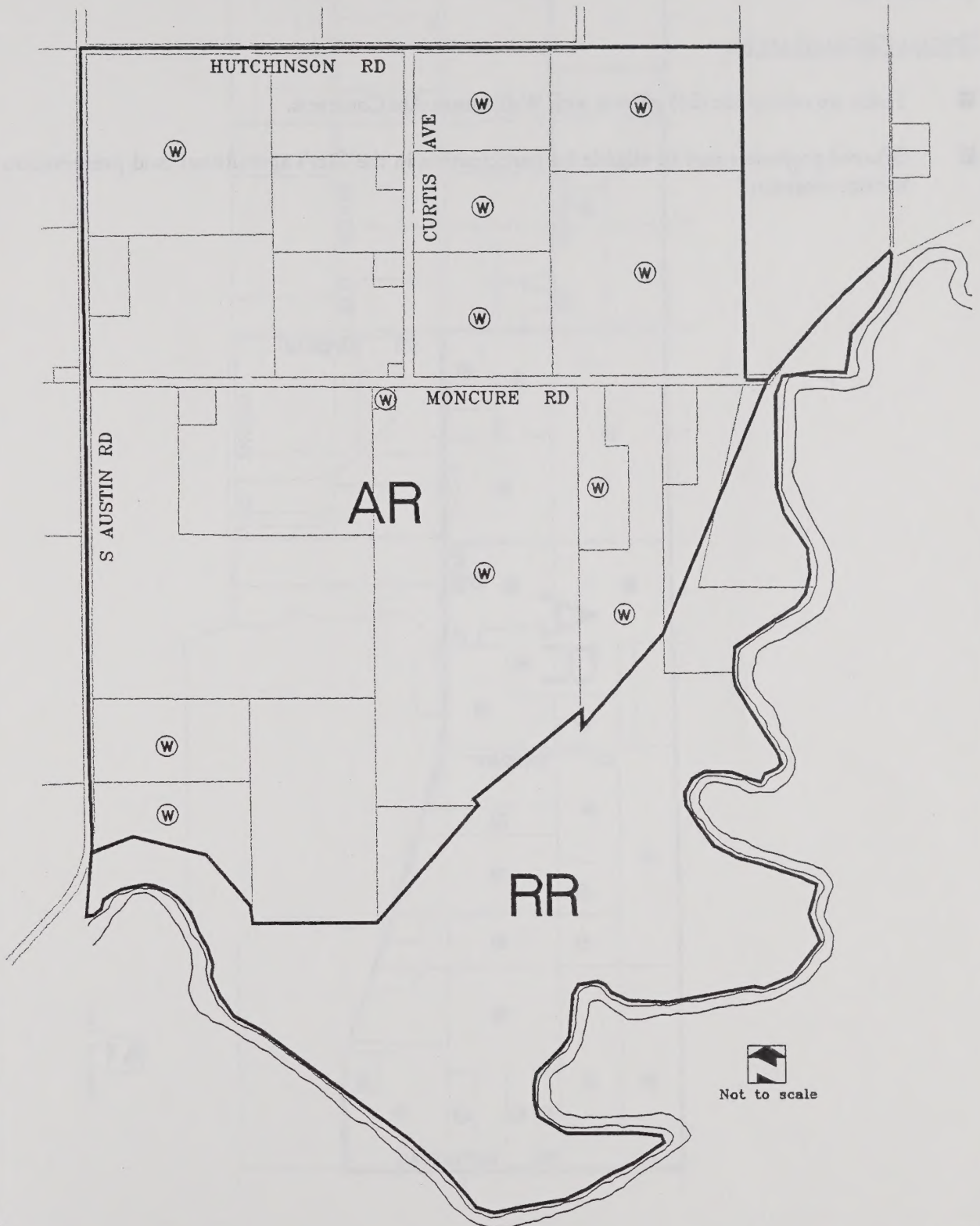
MONCURE BUFFER AREA

OVERVIEW: This 957 acre buffer area is located within the Agricultural Reserve Area and is not eligible for development.

SPECIAL CIRCUMSTANCES:

- There are twelve (12) parcels with Williamson Act Contracts.
- Selected properties may be eligible for participation in the City's agricultural land preservation and wildlife habitat programs.

MONCURE BUFFER AREA



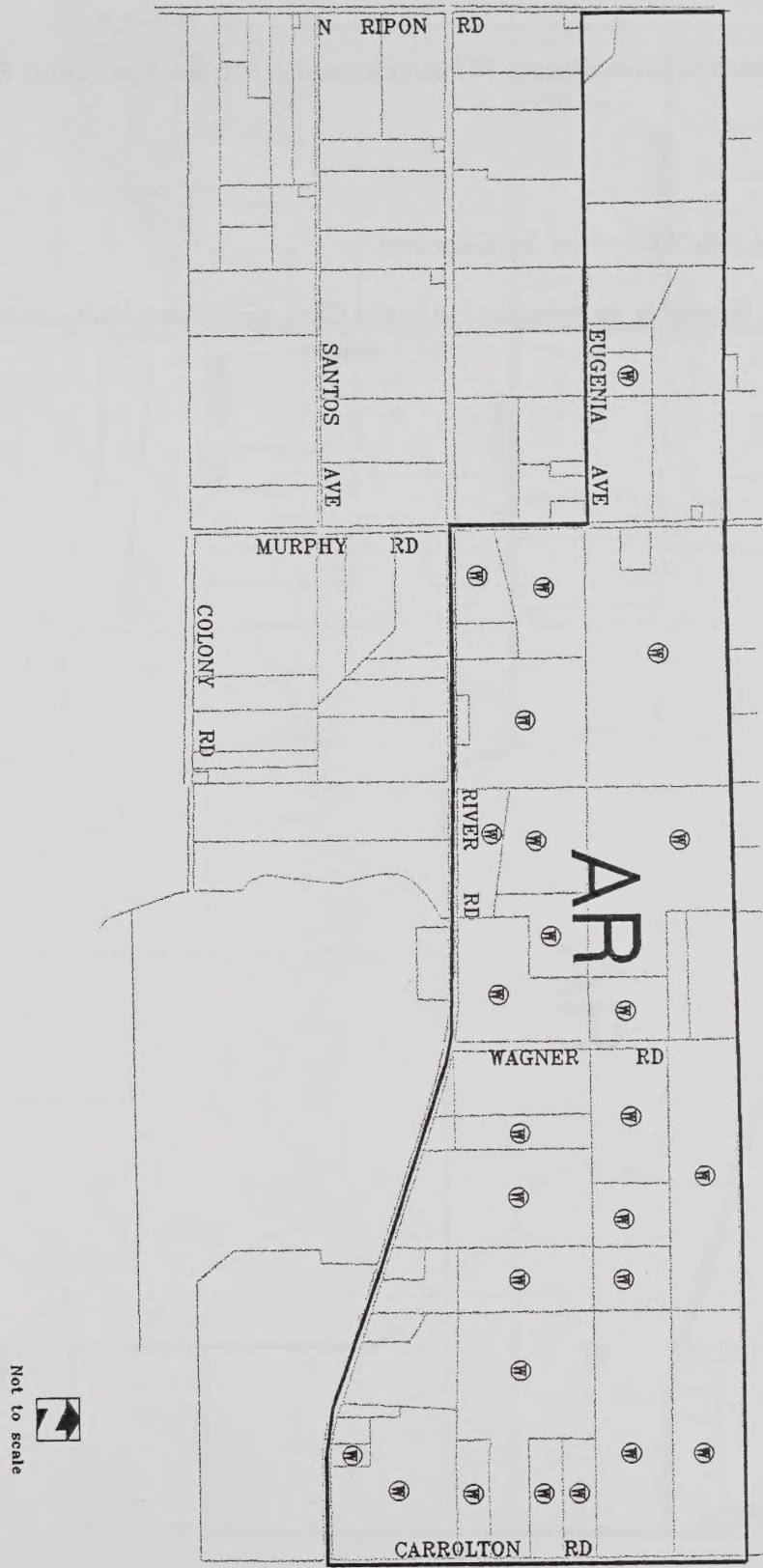
WAGNER BUFFER AREA

OVERVIEW: This 879 acre buffer area is located within the Agricultural Reserve Area and is not eligible for development.

SPECIAL CIRCUMSTANCES:

- There are twenty-six (26) parcels with Williamson Act Contracts.
- Selected properties may be eligible for participation in the City's agricultural land preservation and wildlife habitat programs.

WAGNER BUFFER AREA



CARROLTON BUFFER AREA

OVERVIEW: This buffer area contains approximately 787 acres located within the Agricultural Reserve Area, and is not eligible for development.

SPECIAL CIRCUMSTANCES:

- There are six (6) parcels with Williamson Act Contracts.
- Selected properties may be eligible for participation in the City's agricultural land preservation and wildlife habitat programs.

CARROLTON BUFFER AREA

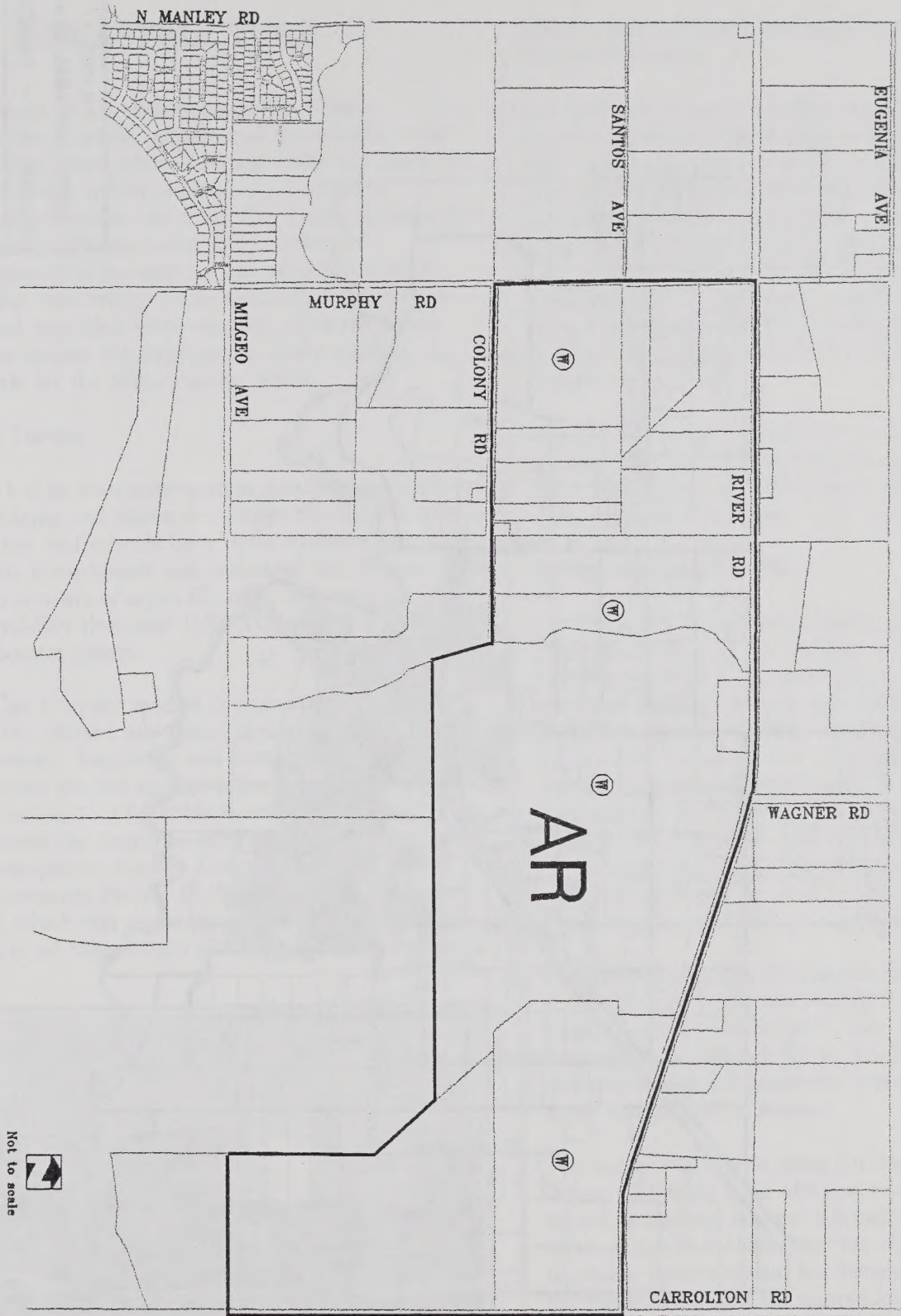
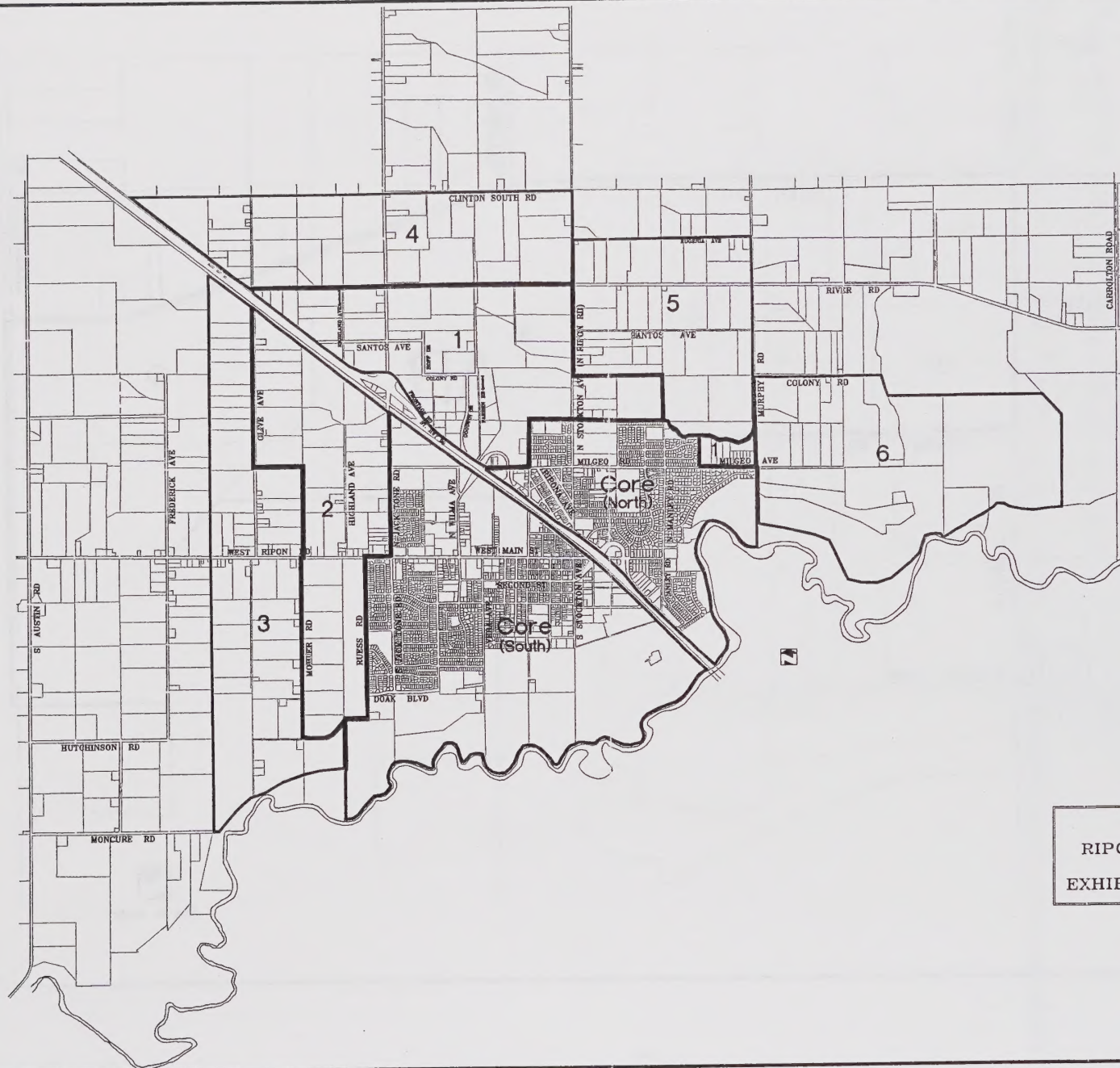


Exhibit 2.3.23



VOLUME I
RIPON GENERAL PLAN 2035
EXHIBIT 2.4 - PHASING PLAN

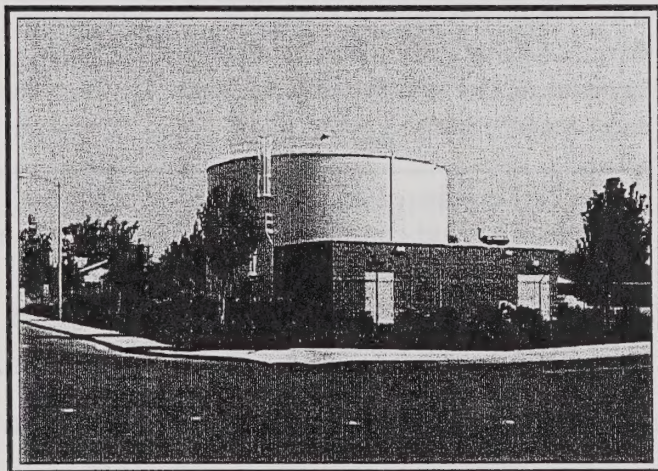
2.7 INFRASTRUCTURE

The effects on the infrastructure (i.e., basic installation of roads, potable and non-potable water distribution lines, storm drainage collection lines, and sanitary sewer collection lines, etc.) of future development within the 1996 City Limits are expected to be small. On the other hand, projected development of the unincorporated portions of the Planning Area will produce substantial demand for new and upgraded infrastructure. The following sections discuss the implications of the various elements for the infrastructure system.

Water Service

Ripon has its own water system that provides water to all residents and businesses within the City. Several industries and schools have wells on their own property for irrigation and industrial use. Ripon's system consists of seven (7) wells and one five hundred-fifty thousand (550,000) gallon storage tank with booster pumps.

The City is in the process of expanding the system to meet the present and future demand of the community. Expansion will consist of additional wells and above ground storage capacity to ensure an adequate supply of potable water. In 1996 the City completed the improvements identified in the Ripon Redevelopment Agency Downtown Water System Improvements Project (R.W. Siegfried & Associates - 1990) which was a two-phase project to replace or upgrade all substandard water lines. Ripon's present



Jack Tone/Doak water tank

water system is in excellent condition and receives the highest fire rating.

Currently the seven (7) wells can pump approximately fifty-five hundred (5,500) gallons of water per minute which will serve about forty-five (4,500) hundred connections. Now about twenty-eight (2,800) hundred connections are on the system. The pumping capacity will increase to ninety-five (9,500) hundred gallons per minute in late 1997 or 1998. With the increased capacity the water system could probably serve a population of approximately fifteen thousand (15,000) persons which is the City's projected population for 2010.

Most of Ripon's residential water connections are unmetered. Only the new residential construction since 1991 have had water meters installed. All commercial and industrial users are metered.

Sewage Disposal System

The City provides domestic sewage disposal for all residents, businesses, and schools within the City. Industrial sewage is also provided for all users, *except Fox River Paper Company, which has its own facility.* A combination of ponding, aeration and land irrigation for industrial waters is the method used for sewage disposal. Approximately 80 acres in the floodplain of the Stanislaus River has been isolated from the river by levees and separated into two-acre to five-acre ponds. An additional 18-acre site, not protected by levees, is used for the industrial water disposal.

The City operates six (6) sanitary sewage pump stations; Doak Boulevard and Jack Tone Road, Oak Street, Parallel Avenue, Jack Tone Road and North Frontage Road, Boesch Drive and North Acacia Avenue, and at the treatment plant headworks at the south end of Acacia Avenue.

The use of ponding aeration for domestic and industrial sewage is an efficient and economical means of treating sewage. Occasionally ponds produce an odor when there are algae blooms. This has been a major reason for designating areas near to the treatment ponds for nonresidential use. Continued restriction of residential uses near to the treatment ponds appears prudent. Other cities that use mechanical aeration have adopted similar policies.

Eighty (80) acres of ponds are used to process domestic effluent similar to a farming operation and can process effluent from more than thirteen thousand (13,000) people at normal rates of production.

The industrial effluent is handled like a farming operation using flood irrigation. Diked levees are formed to handle one day's effluent and the areas are rotated on a 14-day schedule. The soil is currently tilled after the irrigation; in the future it may be used to plant crops. During potential flooding, industrial effluent is placed in the domestic ponds.

Modest user fees, sewer district taxes, and annexation hookup fees help offset costs for operation and expansion of sewer facilities. The City Council, in 1993, moved to adopt a study done by Dewante and Stowell to look at other alternatives for sewage treatment. A policy statement, setting a goal to build a Wastewater Treatment Plant, has also been adopted by the City Council.

The City is currently exploring the possibility of connecting with the City of Modesto's wastewater collection and treatment system as an alternative to modifying or expanding Ripon's existing disposal and treatment system.

At this time, it is envisioned that the system connection would necessitate the extension of a force main line, possibly 16 to 18 inches in diameter, eight miles to Modesto's Sutter Avenue plant, and modification of an existing lift station at the Ripon facility.

THE MAJOR ISSUES BEING STUDIED WITH MODESTO

1. The specific type of project anticipated to be undertaken.
2. The maximum and minimum intensity of any anticipated subsequent project, such as the number of residences in a residential development, and, with regard to a public works facility, its anticipated capacity and service area.

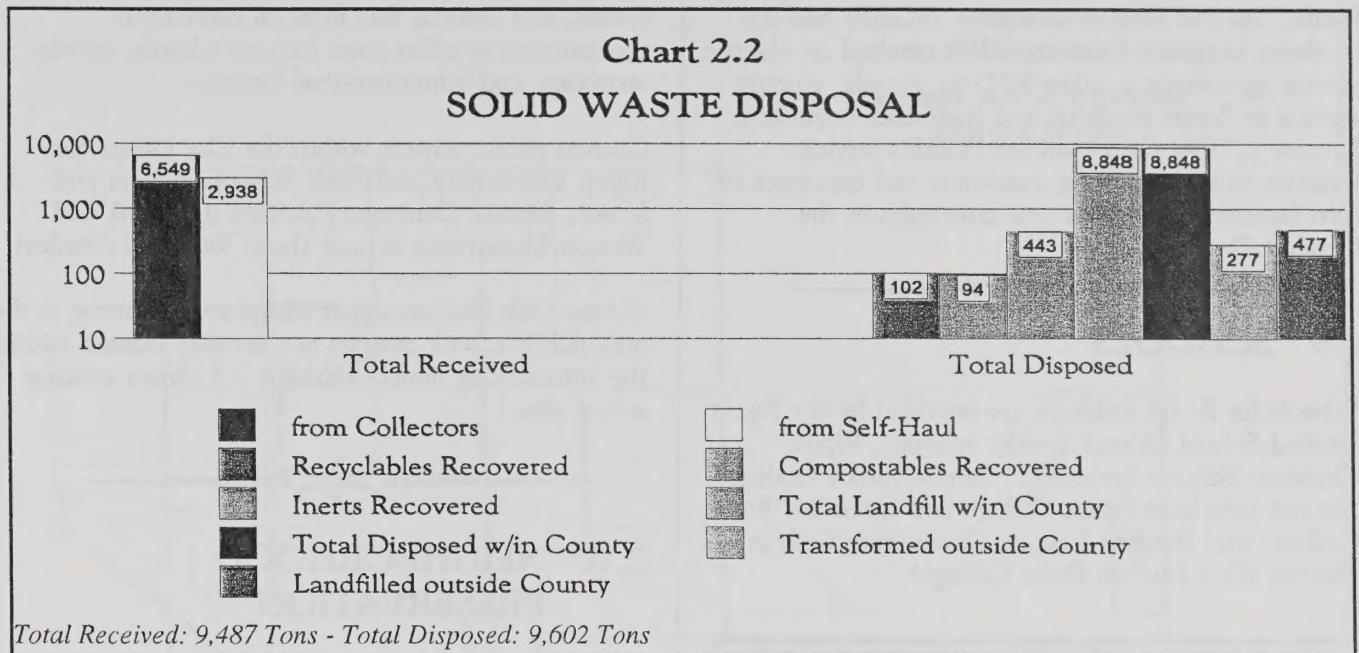
3. The anticipated location, and alternative locations, for the collection facilities.
4. A capital outlay or capital improvement program, or other scheduling or implementing device that governs the submission and approval of subsequent projects.

Additionally, the Fox River Paper Company, which operates a private industrial treatment facility in Ripon to process industrial effluent generated from the plant, has expressed interest in participating in the Modesto project. Their participation could result in the elimination of that company's existing 1.1 mgd (million gallons a day) treatment facility.

Storm Drainage System

Ripon has four (4) systems for handling storm water run off. Storm water drainage in the older industrial part of the City west of State Route 99 flows into the industrial sewage lines. Another portion is pumped into South San Joaquin Irrigation District lines or canals. The largest portion of the drainage flows by gravity through four mains directly into the Stanislaus River. The commercial area north of State Route 99 near Jack Tone Road is collected and taken to a storm water detention pond. The water can be pumped south into a City gravity storm drainage line in Jack Tone Road that drains into the Stanislaus River. Most of the soils in the planning area are of the sandy loam type, providing good percolation and little erosion and sedimentation. The terrain generally slopes toward the Stanislaus River, allowing gravity flow of storm water. Based on experience, the system seems adequate for even the most severe storms.

The City purchased 45 acres of land in the North Pointe Area and constructed a 5-acre storm water retention pond. When fully developed, the 45-acre pond will serve approximately one thousand acres of future development in the area.



Solid Waste Disposal

Solid waste is collected from residences, schools, and businesses by the City in its own equipment and delivered to San Joaquin County's Lovelace Transfer Station where it is combined with other wastes and shipped to the Foothill Land Disposal Site. Solid waste from commercial and industrial plants is handled by private operators.

In 1995, as shown on *Chart 2.2*, the City disposed of 9,602 tons of solid waste. The figures are taken from the annual report prepared by San Joaquin County. The average solid waste disposal in 1995 was approximately one ton per person, based on a population of 9,011.

Public Facilities Finance Plan

A Public Facilities Finance Plan (PFFP) is being prepared to implement Ripon's General Plan. The PFFP will provide an approach by which all public facilities required to serve land uses in the General Plan can be funded. The PFFP will include:

- List of all public improvements by major facility category

- Estimated facility costs by category
- Recommended level of funding by financing mechanism for each facility category
- Computation of annual or total financing burdens assigned to each land use type under each recommended financing mechanism
- A discussion of the tool procedures associated with recommended funding mechanisms
- Sufficient detail to proceed with implementation of first phase development.

Land Use Goal E incorporates by reference the Public Facilities Finance Plan into this Chapter of the General Plan and it can be found in the Technical Appendices.

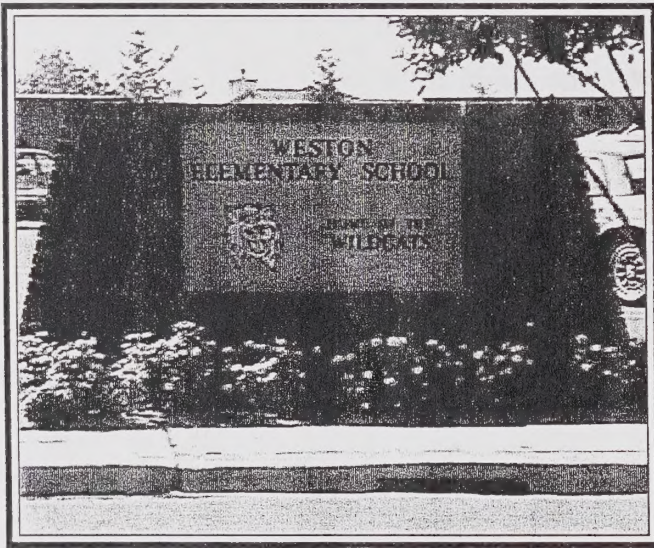
2.8 OTHER SERVICES

Natural gas service is provided by Pacific Gas & Electric Company; telephone service is provided by GTE; and cable T.V. is provided by Charter Communications.

Pacific Gas and Electric Company (PG&E) and the Modesto Irrigation District (MID) reached an electric service agreement to allow MID to provide electric service to Ripon residents and businesses beginning January 1, 1998. MID will use PG&E's service facilities to serve existing customers and construct its own facilities to serve its new customers in the General Plan area.

2.9 SCHOOLS

Schools for Ripon residents are provided by the Ripon Unified School District (public schools), Ripon Christian Schools (private), Yosemite Junior College District (Modesto Junior College and Columbia Junior College) and the San Joaquin Community College District (San Joaquin Delta College).



Weston School - Jack Tone and Stanley

The school board and teachers of the public school system have established criteria for classroom size and instruction aimed at providing quality education for the community's children.

This tends to reduce the potential for securing state support for new facilities, because the least support is given to schools having only twenty-five students per classroom.

The community has shared the interests of the school board and teachers in providing a quality school

system, and collects fees from all residential construction to offset costs for new schools, mainly restrooms and administrative facilities.

Current public schools within the City Limits are Ripon Elementary and High School (Acacia and Main), Ripona Elementary School (Oregon) and Weston Elementary School (Jack Tone and Stanley).

Colony Oak Elementary, at Murphy and Santos, is the only public school campus not actually located within the current City limits. (*Exhibit 2.5 shows existing school sites.*)

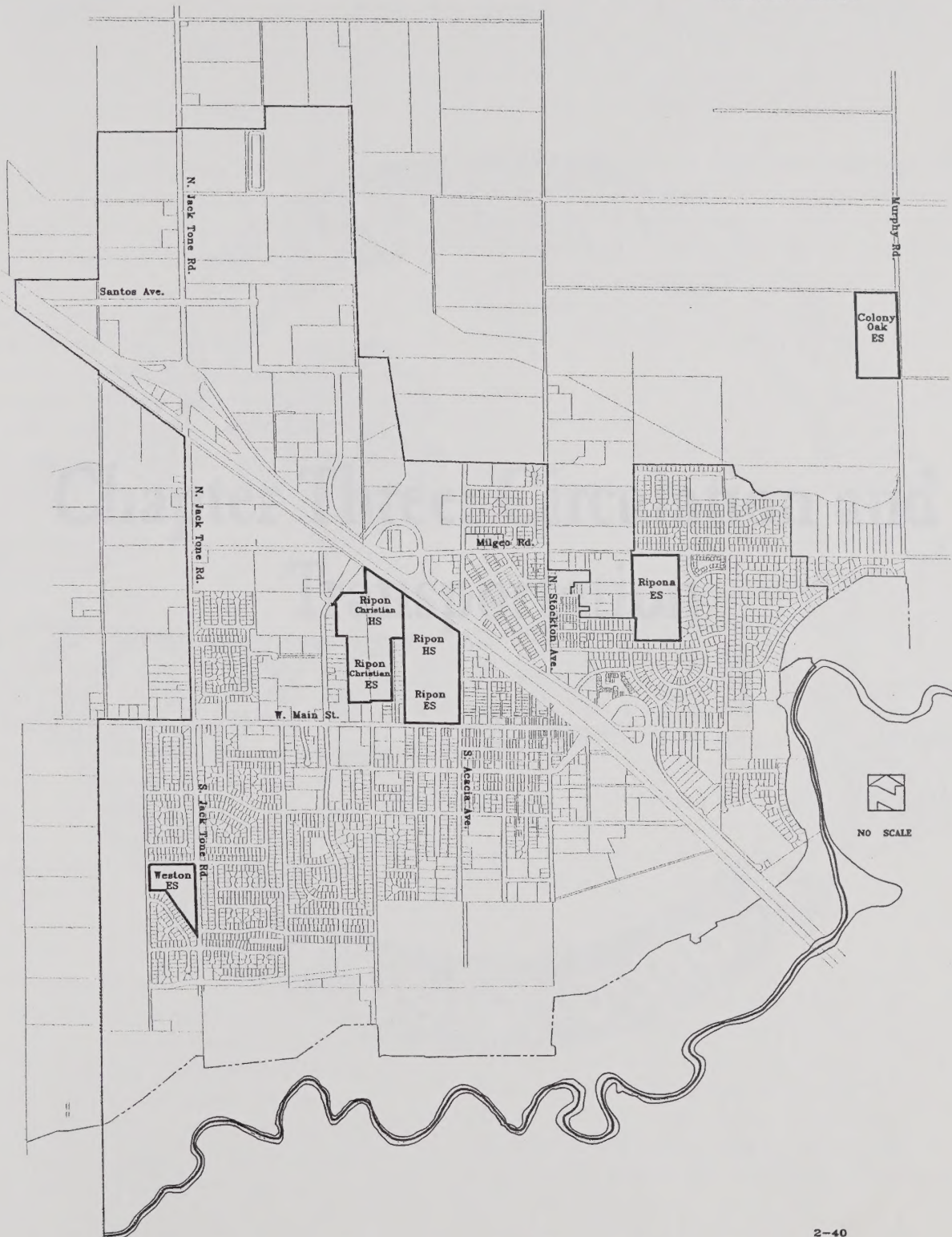
2.10 NEIGHBORHOOD PRESERVATION

The City's code enforcement effort is designed to protect the health, safety and welfare of its citizens. Code enforcement activities include monitoring and rehabilitation programs to detect and improve housing units in deteriorating condition. Rehabilitation efforts preserve housing, commercial, and industrial units from demolition with a goal of improving the appearance of neighborhoods and makes the City attractive and desirable place.

City staff also monitors the removal of abandoned vehicles, trash, and weeds. These activities are part of the effort toward preserving clean and attractive neighborhoods. The abandoned vehicle program is operated by the Police Department and weed abatement is under the jurisdiction of the Fire Department. Trash removal is part of the Planning and Building Department's Code Enforcement effort.

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EXHIBIT 2.5 - EXISTING
SCHOOL SITES





CIRCULATION AND TRANSPORTATION

Chapter Three: Circulation and Transportation

VOLUME I - CHAPTER THREE

CIRCULATION AND TRANSPORTATION



3.1 INTRODUCTION

The Circulation and Transportation Chapter presents goals and policies that: 1) coordinate the transportation and circulation system with planned land uses; 2) promote the efficient movement of people, goods and services within the Ripon area; 3) use the existing systems to their fullest extent; and 4) plan for practices that will improve the systems.

Acknowledgment

San Joaquin County Council of Governments (COG) prepared a draft for Circulation and Transportation to be included in the Ripon General Plan Update. This chapter, as it has been drafted, uses the document as a model. The complete document as prepared by SJCOG is included in the Appendix to the General Plan.

Purpose

Circulation and transportation are required topics in any general plan under California State Law. It is designed to:

- *Show the existing and future demands on the transportation system and adjacent land areas during the Planning Period to 2035;*
- *Identify the location and general scope of existing and future transportation routes and facilities, based upon the above needs;*
- *Identify policies and priorities to be used by the City in preparing its future capital improvement programs, and in dealing with development proposals within and next to the City's*

boundaries;

- *Establish a technical basis to support policies to fund these improvements.*

Assumptions About the Future

The City of Ripon has established principles and policies in its General Plan to guide the community's development and growth throughout the planning period. These principles and policies have a direct impact on the circulation system. They establish assumptions that a discussion on circulation must address.

KEY TRANSPORTATION ASSUMPTIONS IN RIPON'S GENERAL PLAN ARE:

1. At an annual growth rate of 6%, Ripon and surrounding area in San Joaquin County will have a population base of 27,286 by the year 2016, and an employment base of 12,916. This represents population roughly three times the 1996 population for the area, and employment base approximately seven times 1996 levels.
2. The City will change from a community that exports workers to other cities and counties to one that imports workers to the area.
3. Ripon will undertake a sizeable effort toward economic development that rely upon the circulation system as a prime community attribute. Community building and enhancing activities will continue to be promoted in Ripon's circulation system as evidenced by the adopted Bicycle Plan in October 1, 1994.

4. Ripon's Circulation System will continue to support its strong economic ties to Stanislaus County and the City of Modesto.

Understanding that these population and employment projections are comparatively high for a community the size of Ripon is important; they are targeted by the City to take advantage of future opportunities afforded by Ripon's strategic location. Ripon lies along a major intrastate transportation corridor, State Route 99 and the Central Valley route of the Union/Southern Pacific Railroad. It is also positioned on the outer edge of the Bay Area's commute patterns.

Key Issues and Concerns

This discussion on Circulation must be responsive to the pressing community wide needs of the City of Ripon. These are expressed below as issues and concerns, and are simply illustrative of more detailed discussions that will follow in the rest of this chapter.

ISSUES AND CONCERNS:

1. What steps can the City take to expand opportunities for non automobile trips within the Ripon area, and to points outside the Ripon area? Specifically this deals with transit and bicycle opportunities.
2. What roadways are going to need to be widened, extended and created to meet the future demands caused by population and employment growth?
3. What interchange improvements will be necessary to approach State Route 99 in an effective manner?
4. Can an alternative be provided over the Stanislaus River so that more than one option exists?

3.2 GOALS AND POLICIES

GOAL A: PROVIDE A CIRCULATION SYSTEM CORRELATED WITH EXISTING AND PROPOSED LAND USE THAT CONTRIBUTES TO EFFICIENT AND SAFE MOVEMENT OF PERSONS, GOODS, AND SERVICES WITHIN AND THROUGH RIPON.

Policy A1. The City will maintain existing streets and intersections in a safe condition and require new streets to be built to City standards, except under extraordinary circumstances. After a finding is made by the City Engineer that to deviate will not adversely affect the health, safety, and welfare of the citizens of the City.

Policy A2. The City will require adequate access and circulation be made available to every new development, without adversely affecting the existing circulation system.

Policy A3. New streets will be designed to discourage heavy through traffic within residential neighborhoods, but will also provide direct and adequate access for emergency service vehicles.

Policy A4. The City will consider visual aesthetics and safety aspects in future developments, including landscaping requirements and setback requirements.

Policy A5. The City will not allow private streets in residential developments except in Planned Unit Developments.

Policy A6. A Level of Service (LOS) of "D" will be the standard for all streets within the City.

Policy A7. Require off-street parking for all development, and any other project or event that will cause a safety or parking congestion problem when parking is allowed on the streets.

Policy A8. Implement parking control measures, as necessary, to promote the efficient use of parking facilities.

Policy A9. The City will not approve the creation of new alleys in residential developments, and will discourage the creation of new alleys in other types of development. Residential alleys that are necessarily created will be required to be constructed to City standards and dedicated to the City as public right-of-way.

Policy A10. The City will maintain a program of identification and surveillance of high traffic accident locations, with emphasis on early detection and correction of conditions that could potentially constitute traffic hazards.

GOAL B. MINIMIZE THE ADVERSE EFFECTS OF DEVELOPMENT ON THE EXISTING AND FUTURE CIRCULATION FACILITIES.

Policy B1. Development within the City that is likely to generate significant levels of daily or peak hour traffic on local streets will be required to have a traffic study prepared by a qualified traffic engineer at the applicants expense. The study will identify potential traffic impacts and specify improvement measures needed to assure an acceptable service level on affected streets.

Policy B2. On and off site circulation improvements, dedication of rights-of-way, and reciprocal easements may be required at the time of development as conditions of approval. All or part of these requirements may be covered in a benefit assessment district.

Policy B3. Development will be responsible for paying all costs associated with providing all new streets and roadway facilities required by traffic access and circulation needs of that development.

Policy B4. Investigate potential locations for park and ride lots near State Route 99.

Policy B5. Pursue alternate funding sources, including County, State, and Federal funds to Implement the City's Circulation Plan.

Policy B6. The City will actively support and encourage the San Joaquin County Council of Governments and Caltrans in promoting planning and funding for additional mainline SR99 improvements as needed.

GOAL C: ADEQUATE ON STREET AND OFF-STREET WILL BE PROMOTED.

Policy C1. Off-street parking will be required for development and where the potential parking demands for a project or event will cause a safety or parking congestion problem when parking is allowed on the streets.

Policy C2. Parking variances will be allowed only for the most unusual conditions and circumstances, and only after all other possible actions and conditions have been identified and studied; payment of in-lieu fees may be required if variances are permitted.

Policy C3. Efficient use of available public parking facilities will be promoted by using parking control measures such as time limits and other controls when necessary.

GOAL D. SUPPORT A PUBLIC TRANSIT SERVICE THAT MEETS THE NEEDS OF THE LOCAL RESIDENTS.

Policy D1. The City will support public transit service that meets the needs of the City's residents.

Policy D2. The City will encourage Greyhound Lines to maintain, at a minimum, their present level of service in the Ripon area, and to establish service to one or more points within the City, including an intermodal facility.

Policy D3. The City will provide for intercity connections to serve major work centers within the community.

Policy D4. The City will provide for transit connections at park-and-ride lots and at the multi-modal station.

Policy D5. The City will work to encourage increased rail service to the region, and a rail stop in the community.

GOAL E. TO ENCOURAGE SAFE BICYCLING AT THE LOCAL AND REGIONAL LEVELS.

Policy E1. The City will provide safe and convenient bicycle facilities to various destinations throughout the community for commuting, shopping, employment, recreational riders, and children.

Policy E2. The City will provide facilities that link schools, parks, civic facilities, employment centers, shopping, and the Central Business District.

Policy E3. The City's Master Bicycle Plan will connect regional facilities plus adapting with an overall system.

Policy E4. The City of Ripon Bicycle Route Master Plan, a copy of which is available for review in the Ripon Planning Department, is incorporated by reference to this Chapter of the General Plan and is listed as a resource document in Volume III (Technical Appendix) accompanying this document.

GOAL F. TO COORDINATE THE IMPLEMENTATION OF APPROPRIATE TRANSPORTATION CONTROL MEASURES WITH OTHER AGENCIES.

Policy F1. The City will select, with agencies such as the San Joaquin Valley Unified Air Pollution Control District, appropriate voluntary transportation control measures to reduce demand for the single occupant automobile travel.

GOAL G: THE CITY WILL ENCOURAGE THE SAFE AND EFFICIENT MOVEMENT OF FREIGHT WITHIN AND THROUGH THE COMMUNITY.

Policy G1. Recognizing the mixed use of the State

Route 99/Jack tone Road Interchange for both truck and other vehicular traffic. The City will implement standards and controls here to reduce any potential conflict issues.

GOAL H. PROMOTE UTILIZATION OF EXISTING RAIL FACILITIES TO DEVELOP MULTI-MODAL TRANSPORTATION FACILITIES AND AS A PART OF THE CITY'S OVERALL ECONOMIC DEVELOPMENT EFFORT.

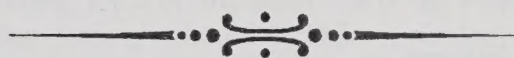
Policy H1. Encourage state and regional transportation agencies to include a City of Ripon stop in passenger rail transportation plans.

Policy H2. Incorporate provisions for rail transportation in proposed multi-modal station plans.

Policy H3. In the consideration of commercial and industrial development proposals located in the vicinity of existing railroads, provide for preservation of access to main line railroad facilities.

GOAL I: PROMOTE MAINTENANCE AND DEVELOPMENT OF HIGH-QUALITY AIR TRANSPORTATION FACILITIES BY OTHER JURISDICTIONS.

Policy I1. Cooperate with and support San Joaquin and Stanislaus County airport facilities in the development of passenger and air freight services.



3.3 CIRCULATION SYSTEM

The general well being of Ripon, and any modern city, is dependent on its ability to transport people and goods efficiently and safely within, and through its boundaries. The network of highways, roads, and streets that move its residents and goods define, and simultaneously constrain the City itself. Mobility within and through Ripon is still easy because of its small size. Some aspects of its physical setting constrain future expansions of the City's transportation systems.

3.4 DESCRIPTION OF EXISTING CONDITIONS AND FACILITIES

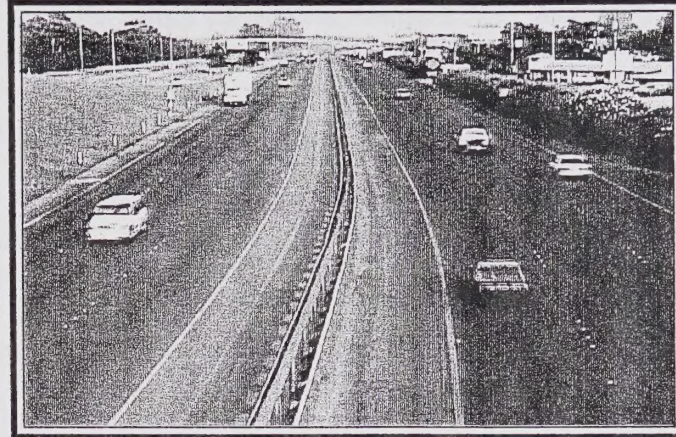
Roads and Streets

Like any community, Ripon, has developed a road and street system that is the backbone of its transportation network. No matter the choice of method of transportation - auto, pedestrian, bicycle or transit - a traveler in Ripon will be following the roadway network. The system works to serve the needs of the existing community well. However, opportunities and constraints exist for the City's future. Both as an obstacle and an opportunity, State Route 99 bisects the community. The roadway network varies significantly on each side of the freeway, and there has not been a seamless meshing of the two. The southwest side is the older developed part of town with a common grid system for the most part. Most of the community activity is off West Main Street, with industrial and school activities located against the River or the Freeway. The northeast side has developed with residential activity nestled between the old County pattern and commercial and industrial activity along the frontage road. (*Exhibit 3.1 shows the street network as it exists in 1997.*)

The Freeway

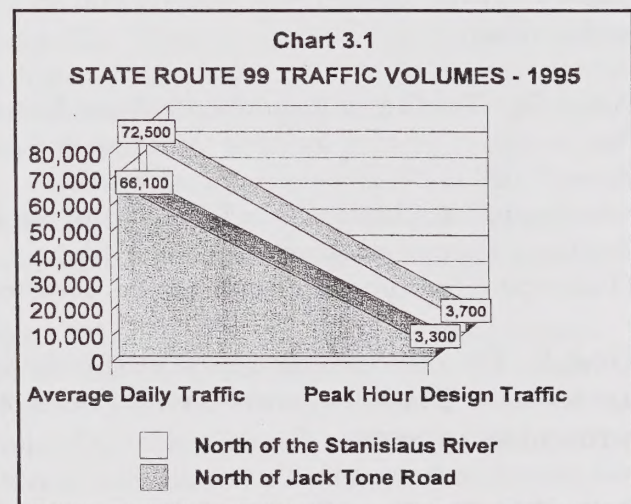
State Route 99, Ripon's gateway to the rest of California, bisects the community as a four-lane freeway north of Wilma Avenue, and as a six-lane freeway south of Wilma Avenue.

In the summer of 1997 Caltrans began a widening project that will make the freeway a full six lanes within the City's Sphere of Influence.



SR99 from Main Street Overcrossing

As shown in *Chart 3.1*, a total of 72,500 vehicles a day pass through Ripon. This is the most heavily traveled north-south route through the Central Valley connecting Northern and Southern California.



Source: Caltrans 1995 Segment Report, January 26, 1996

The City's location contributes in large part to Ripon's population growth during the 1980s and 90s. Ripon is an attractive residential area for professionals working in Modesto, Stockton and the Bay Area. The easy access to the freeway system is probably a major factor in residential location

decisions. The same factor could prove important for economic development opportunities for the City.

Crossing the Freeway

Physical limitations to travel between the northeast and southwest portions of the City are created by State Route 99 and the Union Pacific/Southern Pacific Railroad running parallel through the City. Transportation movements between northeast and southwest portions of the City are funneled onto three (3) overpasses. This has significant implications for the City's growth, internal communication, and safety. Two (2) connections are spanning the Freeway and the railroad tracks with overcrossings at Second Street and Wilma Avenue. A third overpass at Jack Tone Road is the only railroad crossing in the City. One other crossing is a spur track that crosses a City Street in the industrial district.

These three (3) roadways connecting the north and south parts of the City have limitations.

- *The Second Street overcrossing is a roundabout route requiring at least two turns to cross the Freeway.*
- *The Wilma Avenue overcrossing is designed as a half interchange so it works better to connect the northbound traveler to the Freeway than as a City connector.*
- *Jack Tone Road is a north-south connector at the northwest part of the City limited by a railroad crossing. The overcrossing is substandard by today's design standards, and the City is now involved in a project to reconstruct the interchange, and span the railroad tracks. Jack Tone Road will then become the gateway interchange to Ripon.*

Crossing the Stanislaus River

State Route 99 is Ripon's only direct access southward across the Stanislaus River to Salida, Modesto, and other destinations to the south. A single southern

crossing limits the City circulation system and restricts regional travel. (It can be closed by emergencies.) And, while automobiles travel this route with little difficulty, pedestrians and bicycles do so at great risk.

Existing Circulation System

Main Street's function is to move traffic east to west. It provides access to residential, school, and park areas of the City on both sides of State Route 99. West Main Street has been reconstructed in the Downtown area, and widened between Wilma Avenue and Jack Tone Road as the result of development.

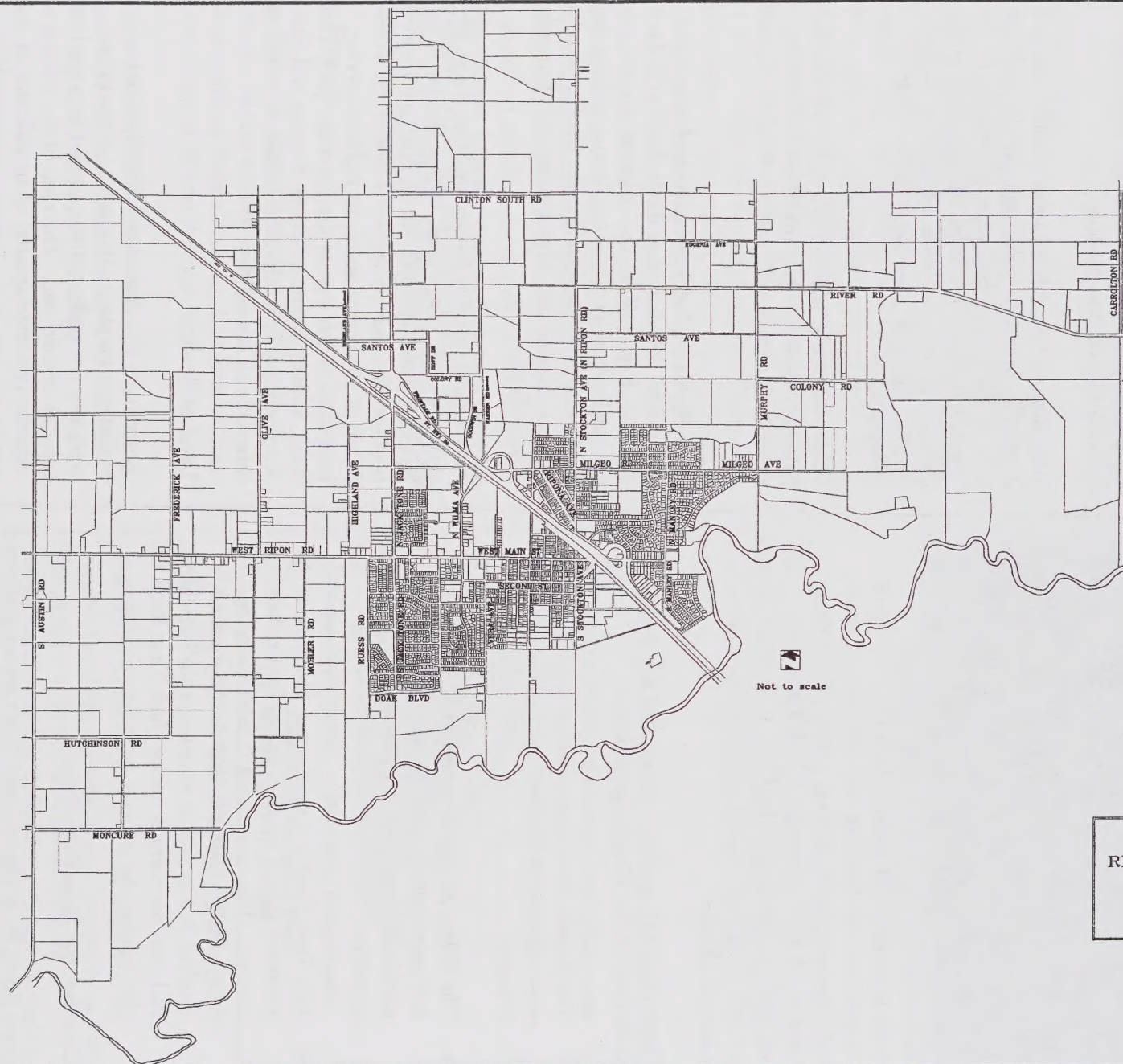
Milgeo Road is a minor collector, but its role is limited because of many driveways and varying widths. As development occurs it will be further improved.

Doak Boulevard has been developed into a four-lane street with a median from Ruess Road to Robert Avenue. Plans call for this roadway to continue east eventually to meet Stockton Avenue serving the residential and industrial districts in that area, and west to connect with Hutchinson and ultimately with Austin Road.

North-south travel is divided by State Route 99 except at Jack Tone Road. North Manley Road and Stockton Avenue/North Ripon Road are important north-south roads on the north side of the Freeway. Frontage roads give access to highway service businesses mostly east of the Freeway. Jack Tone Road, Robert Avenue, Wilma Avenue and Stockton Avenue serve as north south collectors on the south side of State Route 99.

Level of Service

To evaluate the operational characteristics of a roadway, a simple grading system is used that compares the traffic volume carried by a road with the capacity of that road. The ratio of the volume to capacity (volume/capacity) is an indicator of traffic conditions, speeds, and driver maneuverability. (See Table 3.1)



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EXHIBIT 3.1 - EXISTING
STREETS MAP

Table 3.1
LEVEL OF SERVICE

A	Conditions of free flow; speed is controlled by driver's desires, speed limits, or physical roadway conditions.
B	Conditions of stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.
C	Conditions of stable flow; speeds and maneuverability more closely restricted; occasional backups behind left turning vehicles at intersections.
D	Conditions approach unstable flow; satisfactory speeds can be maintained by temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low; at intersections, some motorists, especially those making left turns may wait through one or more signal changes.
E	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.
F	Forced flow conditions; stoppages for long periods; low operating speeds.

Roadway Classifications

Roads can be classified and defined several different ways, but the most commonly used approach is to characterize them by their function, that is, how they are used. (See Table 3.2)

Traffic Control Device Development Fees are being collected from residential, commercial and industrial developments based upon the traffic each project is expected to produce. The fees will be used for traffic signals and other improvements when traffic volumes require.

Traffic Patterns

Ripon has little in the way of traffic congestion. Most streets have plenty of capacity, and peak hours are not a serious issue. The locations with the heaviest amount of congestion are State Route 99, particularly at the Wilma Avenue overpass where it narrows from six to four lanes, and the State Route 99/Jack Tone Road interchange where heavy traffic leads to delays at the four-way stop, and on the overcrossing. *(Those major intersections within the City which are currently controlled by 4-way stops or*

signalization are shown in Table 3.3.)

Traffic Collisions

A motor vehicle striking another motor vehicle accounts for the largest number of reported collisions. The last ten years (1985 [17] to 1995 [28]) have shown a slow increase in these types of crashes. This is consistent with the growth of the City, but it is not a particularly high figure. While drawing conclusions from these numbers is difficult, there has been an increase in the number of collisions attributed to improper turns.

Table 3.2
ROADWAY CLASSIFICATIONS

Street Type	Description	Examples
Local	Low volume, two lane roads primarily permitting access to abutting residences and businesses and connecting to a higher order of roadways; usually narrow with limited traffic, and less than 1,000 vehicles per day.	Manor Drive, Camellia Court and Blossom Drive
Collector	Two lane roadways with vehicle volumes less than 10,000 vehicles per day that have access to driveways with homes or small businesses.	Fourth Street and Wilma Avenue south of West Main Street
Minor Arterial	Often two lane roads with limited access and higher rates of speed than collectors or local streets. Often designed to carry up to 20,000 vehicles a day and have signalized intersections.	West Main Street, Jack Tone Road, and Second Street over the freeway
Major Arterial	Characterized by two or more lanes of traffic with very limited access, high rates of speed and signalized intersections, and carrying more than 20,000 vehicles per day.	<i>River Road and Jack Tone Road north of Canal Boulevard in the future</i>
Expressway	High volume, two or more lanes of traffic with restricted access and controlled (possibly grade separated) intersections, and carrying more than 20,000 vehicles per day at relative high rates of speed.	<i>Olive Avenue in the future</i>
Freeway	Operated and maintained by the Department of Transportation (Caltrans), these facilities are designed as high volume, high speed facilities for intercity and regional traffic. Access to these roadways is limited.	State Route 99

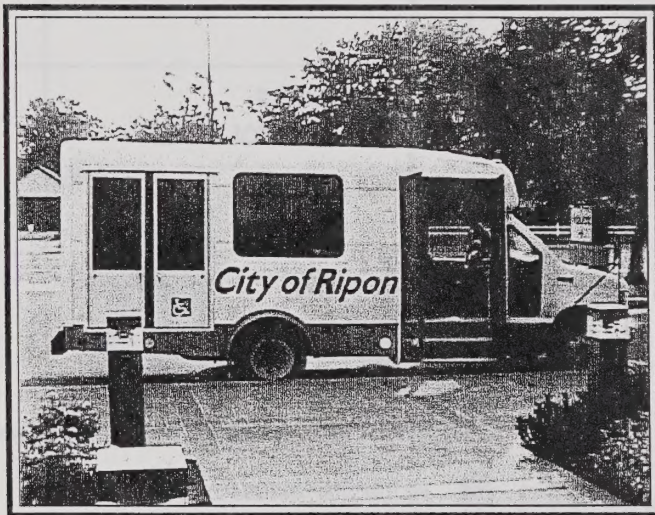
Table 3.3
EXISTING MAJOR INTERSECTIONS

Four Way Stops	Signalized Stops
West Main Street and Acacia Avenue	West Main Street and Jack Tone Road
West Main Street and South Stockton Avenue	West Main Street and North Wilma Avenue
Second Street and South Stockton Avenue	West Main Street and Robert Avenue
Milgeo Road and Manley Road	
East Main Street and Second Street Overpass	
North Stockton Street and Milgeo Road	
Jack Tone Road and State Route 99 Frontage Road	

Bus and Rail Transit Service

Ripon owns a nine-passenger bus, operated by volunteers, used for transit service within the City and trips to Modesto. Although service is designed to be used by the elderly and disabled, it is open to everyone. On Wednesdays service is available for origins and destinations within the City, and on Thursdays the bus makes a round-trip to Modesto. The number of riders has been quite small ranging from 400 to 600 passengers a year. Fares are \$1.00 and \$1.50 depending on the destination.

Ripon presently has no transit service to any other City except the weekly volunteer service to Modesto. No passenger rail stops are available in Ripon.



Ripon Transit System Bus

Amtrak passenger service is found in Riverbank, approximately 15 miles, or Stockton, about 25 miles. The Riverbank rail passengers station is scheduled to be relocated near Parker Road in Modesto.

The nearest Greyhound Bus stations are in Modesto or Manteca. Greyhound will drop off passengers in Ripon, but has no pick up service.

Bicycle Circulation

In October 1994, the City adopted its first ever

Bicycle Route Master Plan (*Exhibit 3.2*) which proposed improvements that would initiate bicycle lanes, paths, and routes. A Bicycle Advisory Committee was established to conduct informational meetings and receive comments at public hearings. A City survey of bicycle users showed 170 bicycle trips to school sites plus various trips to the Senior Citizens Center, City Hall, and retail locations. The generally low traffic volumes makes bicycle riding a popular recreational activity in Ripon.

Today, the City is in the process of implementing some of the programs, and providing some of the improvements, outlined in the Master Plan. Currently, there are Class I bikeways along Santos Avenue, Hoff Drive, and Colony Road in the new commercial/industrial area on the north side of State Route 99, and a Class 2 bike lane has been delineated on South Jack Tone Road from West Main Street to Doak Boulevard.

In addition, efforts are underway to build consensus support and obtain funding for the construction of a 'bike bridge' across the Stanislaus River at the end of Parallel Avenue to eliminate the safety concerns of pedestrians and bicyclists using the State Route 99 bridge.

Off-Street Parking

Off-street parking is required by the Zoning Ordinance for all development, including shopping centers, churches, schools, business and industrial users. In addition, off-street parking is required for civic and social activities where the number of people involved or the nature of the activities have a potential to cause traffic congestion and traffic safety problems.

Downtown where most of the properties are already developed without off-street parking, parking is provided by on-street diagonal parking, spaces. A few private off-street parking lots or parking areas, and a 38-space City owned parking lot, found south of Main Street and west of Stockton Avenue, serves the Downtown area.

Parking demands on average weekdays are satisfied by these parking facilities. The Main Street reconstruction project added parking for the Downtown area by converting parallel stalls to diagonal stalls. Concern remains that parking will become a problem because some parking congestion is still being experienced at the east end of Main Street, and the City has taken some interim steps to relieve the problem by making minor improvements along the Union Pacific/Southern Pacific railroad tracks between Industrial and North Stockton Avenues. The City proposes to acquire a parking lot along Industrial for additional Downtown parking and a park and ride lot.

Air Transportation

While there are no airfields within the Ripon Planning area, there are five (5) within a moderate commute distance.

STOCKTON METROPOLITAN AIRPORT located fifteen (15) miles to the north presently does not have any commercial air passenger service, but it does have air freight and general aviation services.

MODESTO AIRPORT, about ten (10) miles to the south, has limited commercial passenger service plus air freight and general aviation.

SAN FRANCISCO INTERNATIONAL, OAKLAND INTERNATIONAL, and SACRAMENTO INTERNATIONAL are the nearest large airports serving Ripon residents with long distance or international flights.

3.5 FUTURE CIRCULATION AND TRANSPORTATION

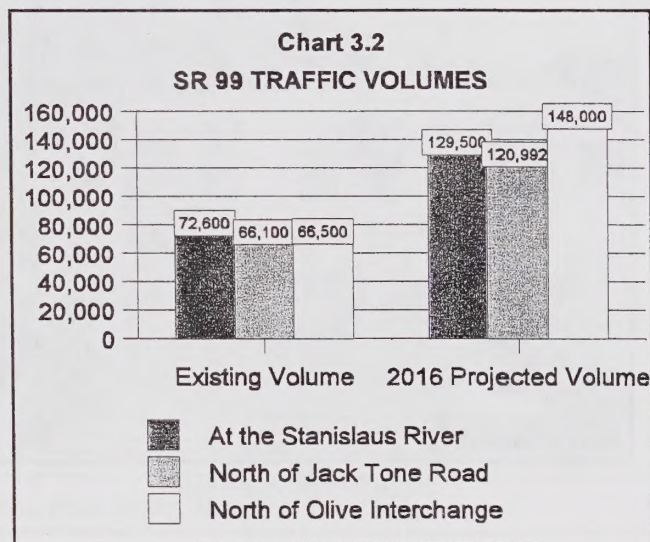
Road and Streets

Ripon will provide roads, streets, and programs to manage anticipated traffic volumes. The roadway network will continue to serve as the backbone of

the transportation system, but will be asked to do several things in the coming years. (*Exhibit 3.3 shows the future circulation system.*)

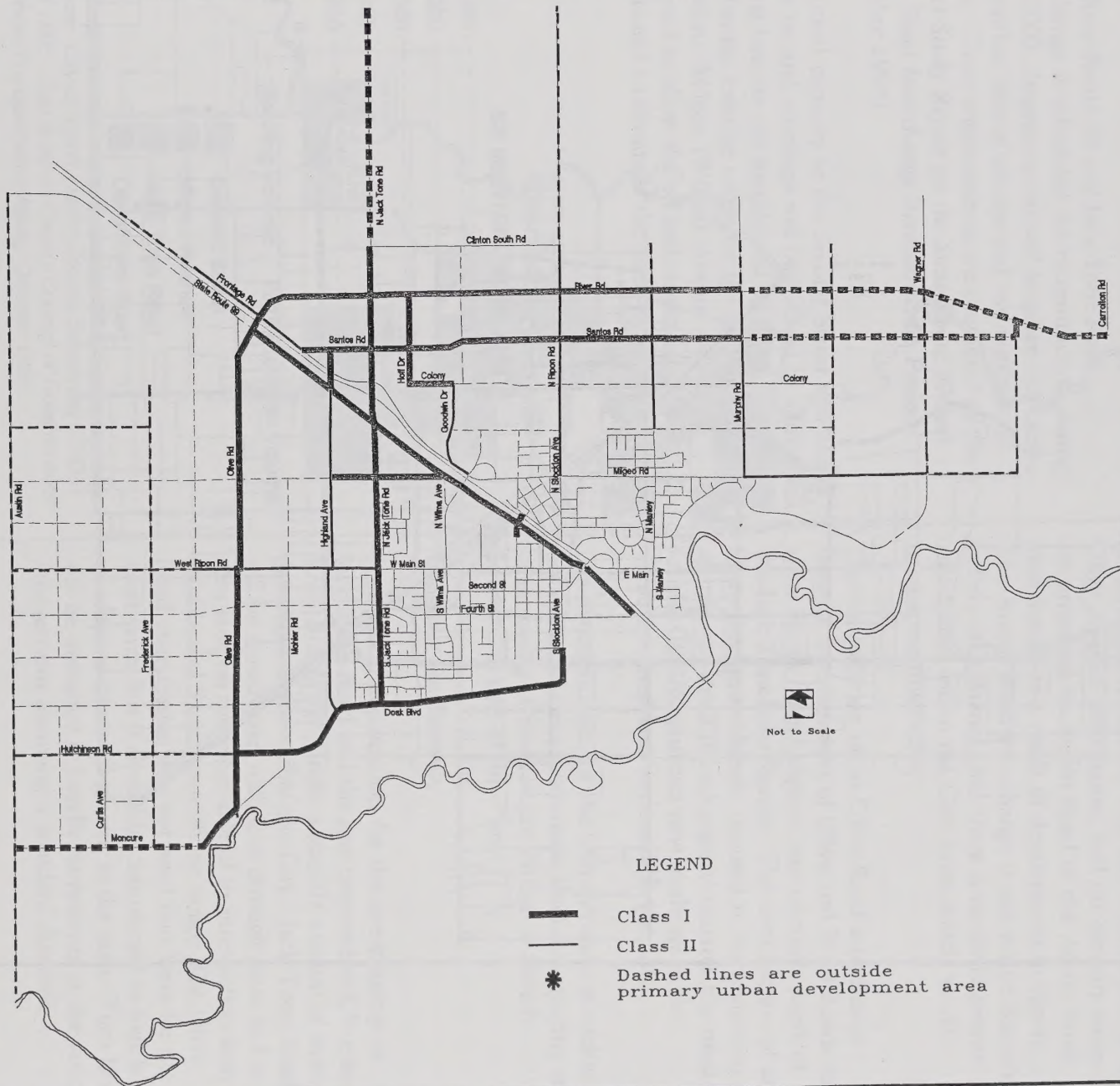
The Freeway - State Route 99

State Route 99 is scheduled to be widened to six lanes in 1998 from the Milgeo Overpass to State Route 120, but the numbers in **Chart 3.2** suggest the Freeway will need eight lanes. San Joaquin County 2020 Regional Transportation Plan, as it is adopted, does not include this widening. If it is not widened, this segment of State Route 99 will operate at, or near capacity, with low operating speeds on both a daily and a average peak hour basis. (*Traffic volumes on State Route 99 are projected to increase as shown on Chart 3.2.*)



Source: Caltrans 1995 Route Segment Report San Joaquin Council of Governments Regional Traffic Model, October 8, 1996.

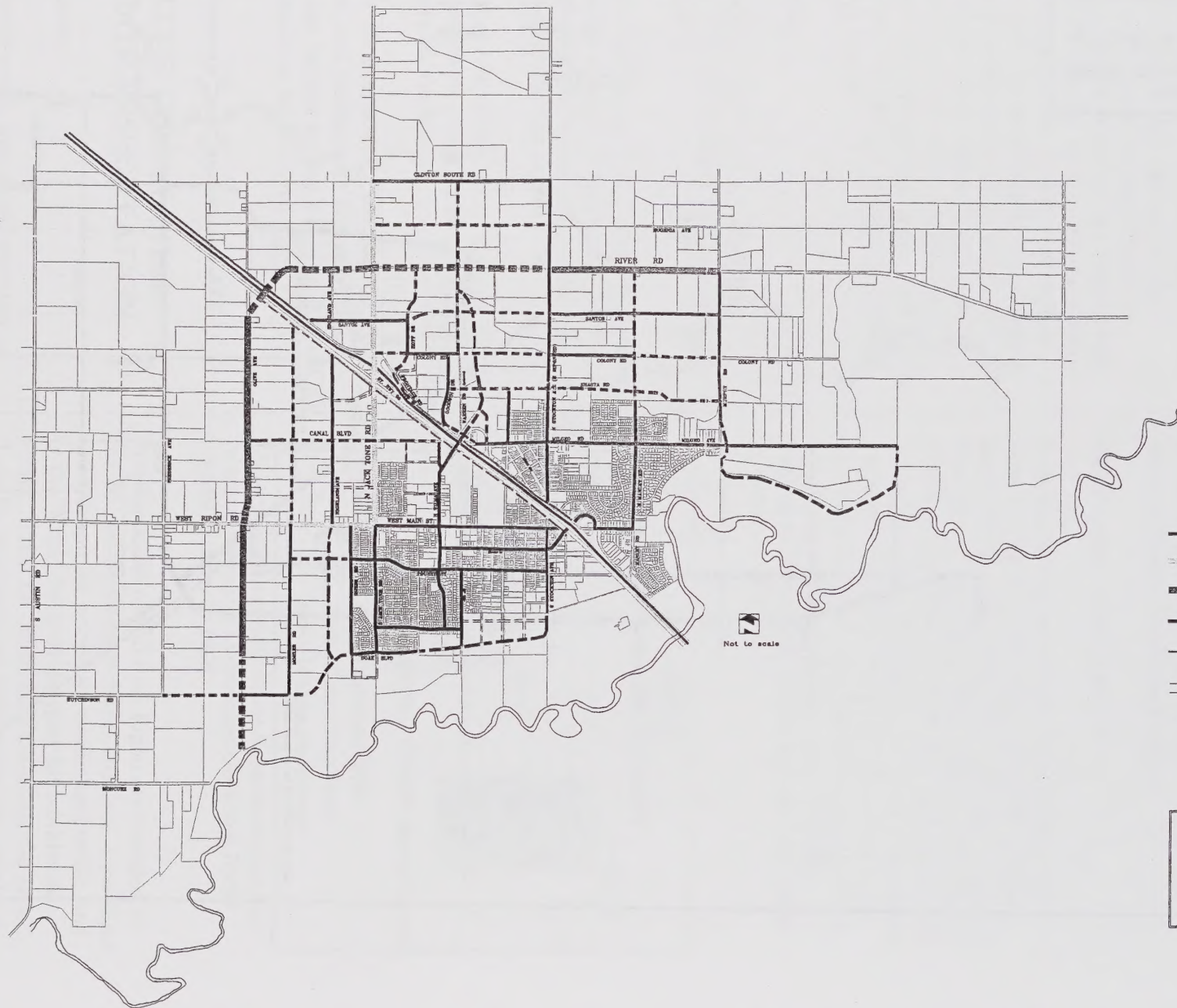
Freeway access to and from Ripon are provided by the Second Street/Main Street and Jack Tone Road interchanges for north and southbound traffic, and at the Wilma (Milgeo) overpass for northbound traffic. Based on the traffic projections, the Jack Tone Road interchange will need to be completely reconstructed.



LEGEND

- Class I
- - - Class II
- * Dashed lines are outside primary urban development area

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RIPON GENERAL PLAN 2035
EXHIBIT 3.2 - BIKE PLAN
MAP



LEGEND

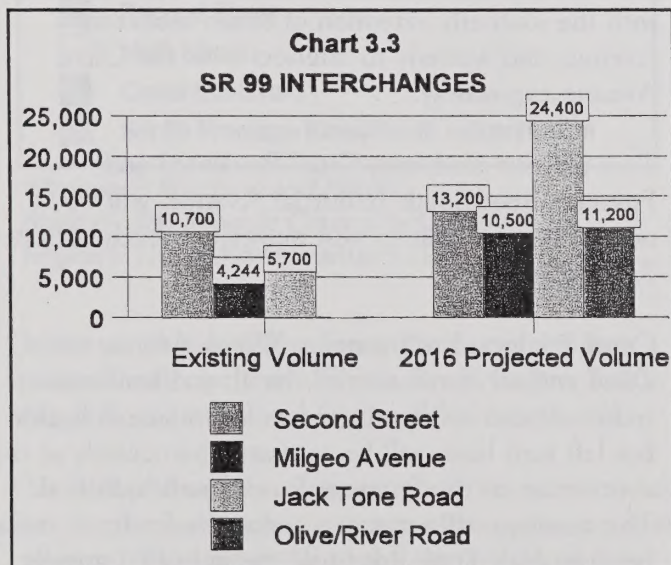
- Freeway
- - - Arterial (100' to 140' R.O.W.)
- Expressway (84' to 140' R.O.W.)
- Collector (70' to 84' R.O.W.)
- Frontage (50' to 70' R.O.W.)
- Local Street (60' to 74' R.O.W.)
- * Future Shown as Dashed

VOLUME I
RIPON GENERAL PLAN 2035
EXHIBIT 3.3 -
CIRCULATION SYSTEM

The Wilma (Milgeo) and Main Street interchanges have little capacity for storing vehicles from the northbound State Route 99 side of the Freeway. Additional storage capacity will be needed. The ramps at the Main Street interchange on the southbound side of the Freeway should operate within acceptable limits. A new interchange at Olive Avenue and State Route 99 is recommended.

The State Route 99 and Jack Tone Road interchange is scheduled for reconstruction during 1998-2000. Improvements will lengthen the ramps, add another lane of storage and two northbound ramps. These improvements are contained in the *Project Study Report for the State Route 99/Jack Tone Road Interchange Reconstruction Project* (October 1996).

Additional capacity at the Second Street and Main Street on and off-ramps will be reached by adding a turning lane on the southbound off-ramp, and by lengthening existing ramps for the northbound direction. Milgeo (Wilma) Avenue will be realigned to allow the off and on-ramps to be lengthened to eliminate the short hook ramps.



Source: City of Ripon Traffic Counts, September 1993 & April 1996 - San Joaquin County Council of Governments' Regional Transportation Mode, October 1996

An Olive Avenue interchange will be constructed to State standards, and will likely be a diamond configuration, though that will be determined in the environmental and design process. (*Chart 3.3 shows the anticipated total daily averages for these interchanges.*)

Traffic impacts on the Austin Road interchange will be significantly reduced with the construction of the Olive Avenue interchange, and no capacity issues are projected on Austin Road or the Austin Road interchange as a result of development in Ripon. The Austin Road interchange is not within Ripon's Sphere of Influence, and there is no development anticipated within the City limits which would encompass this facility.

The construction of an Olive Road interchange requires a realignment of Olive and River Roads to allow for an interchange at least one mile north of the Jack Tone interchange. The construction of an Olive Road interchange, opposed to improvements at the Austin Road interchange, eliminates the need for the City to construct new roadways in the unincorporated area surrounding the City.

Construction costs for the Olive Avenue interchange are marginally more expensive than constructing an overcrossing of State Route 99 that is already proposed as part of this Plan.

Crossing the Freeway

Projected traffic volumes for the overcrossings at Jack Tone Road and the one proposed at Olive and River Roads will handle a sizeable amount of newly generated traffic within the City. Jack Tone Road will be constructed with four through lanes and a turn lane on the south side of its intersection with a southbound State Route 99 on ramp. The Olive Road overcrossing may not need four lanes for the short term, but it should be constructed to four lanes to adapt to potential growth in the area. Turn lanes will be necessary to handle movements at the ramp intersections assuming a standard diamond

interchange is built.

The Second Street overcrossing will not have to be widened because its existing four lanes will handle the anticipated volumes. Stockton Avenue and E. Main Street intersections will need to be monitored. The Main Street intersection may have to be modified with the lengthening of the northbound ramps. A further operational analysis on this intersection will be necessary.

Realignment of the Milgeo (Wilma) Avenue overcrossing will be necessary to connect with a proposed road extending west to connect with Jack Tone Road. The existing tight curve will be eliminated by the realignment. This analysis does not show a demonstrated need to widen the overcrossing to four lanes. However, the portions of Wilma Avenue from the new ramps north will be four lanes with an auxiliary lane to enhance merging traffic. It is quite possible that this intersection at the ramps will require signalization or a four-way stop. With the new construction work on the north side of the Freeway, the City may want to consider reconstructing the entire overcrossing and adding a lane in each direction. This would eliminate a two-lane section of Wilma Avenue about one third of a mile long sandwiched between two four-lane segments. This decision will be one dependent upon costs, and on agreements with the State Department of Transportation (Caltrans).

Construction of the Jack Tone Road overcrossing will also provide the added value of giving Ripon no railroad crossing of any street except spurs serving industrial sites. This is a major boom for the community by improving emergency response time, roadway congestion and safety.

Crossing the Stanislaus River

A bicycle bridge and two additional automobile lanes are proposed to be added to the State Route 99 crossing by this Plan. Even with eight lanes, the Freeway will operate with conditions approaching

unstable, but with bearable speeds.

Since there is no present alternative in the Ripon area to crossing the Stanislaus River, this Plan proposes a new four lane structure across the River at Olive Avenue connecting to Gates Road in Stanislaus County. While a four-lane road is not required by the projections developed in this Plan, the structure should be geared to serve the area well beyond the life of the General Plan. The bridge will provide a detour for traffic delayed by incidents on State Route 99, improve emergency services, improve regional circulation, and create another connection between San Joaquin and Stanislaus Counties.

Moving East and West in Ripon

Several new east-west arterial and collector roadways are proposed by this Plan.

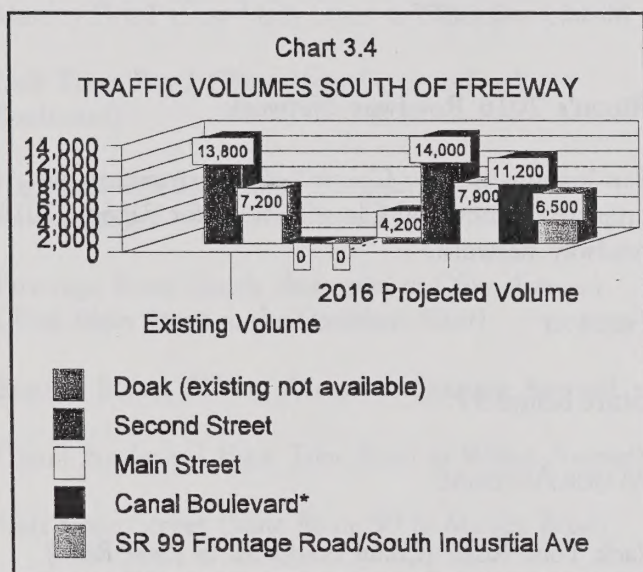
On the south side of the freeway, Second Street and Main Street will continue to serve their traditional function with significant changes only to Main Street adding, a lane in each direction west of Jack Tone Road.

Doak Boulevard will be extended easterly to intersect with the southerly extension of South Stockton Avenue, and westerly to intersect with the Olive Avenue expressway.

Two (2) new roadways, Canal Boulevard and Frontage Road/South Industrial Avenue, will be needed to serve east to west movement south of State Route 99.

Canal Boulevard will connect Wilma Avenue with Olive and serve commercial, retail, and residential traffic. It can be constructed as a two-lane collector, but left turn lanes will be necessary, particularly at the connection to the Frontage Road South/Industrial. This roadway will serve as a connector for truck traffic between Jack Tone Road and the industrial area at the southeast end of the City.

Frontage Road South/Industrial Drive will parallel the Freeway. Southeast of Olive Avenue it serves traffic as an alternate route to the downtown and industrial areas of the City. Northwest of Olive Avenue it carries traffic northbound on the Freeway to the Austin Road interchange. Southeast of Olive the road will need to be only two lanes in width, but it is on new right-of-way for most of that length. To the northwest it will need to be two lanes with turn pockets and extensive intersection work at Olive Avenue and Austin Road. Both locations are likely to require signalization. (Chart 3.4 details the existing and projected 2016 traffic volumes for those roadways south of the freeway.)



*Proposed Roadway and Name

Source: San Joaquin Council of Governments' Regional Traffic Model, January 1997

On the north side of the Freeway an extensive new system of collector roads; Shasta Road, Colony Road, Milgeo Road, and River Road will be constructed.

The Wilma Avenue overcrossing will be reconstructed so it can be realigned to connect with a new east-west collector. This will result in the elimination of the existing loop connection at Milgeo.

Shasta Road (new) will be a major collector with

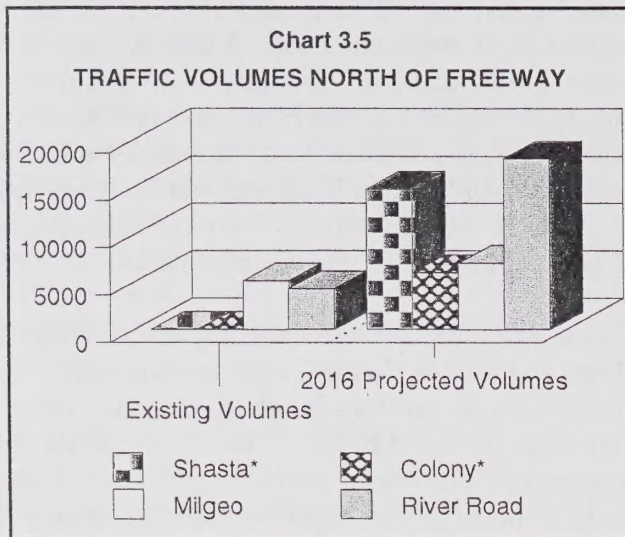
limited access and will carry approximately 14,800 vehicles at its intersection with Wilma Avenue. Shasta can function as a four-lane undivided road with access controls at the Frontage Road, North Ripon Road, and Manley Road. Signalization may be needed at North Ripon Road and will be definitely necessary at Wilma Avenue. West of Wilma Avenue, Shasta can function as a two-lane collector.

Colony Road will collect local traffic east of Hoff Drive, and west of Hoff will carry approximately 10,000 vehicles per day - largely commercial traffic from State Route 99 to Jack Tone Road. While the segment of Colony Road west of Hoff Drive will be short, it should be four lanes to satisfy the turning movements of the large commercial vehicles.

Santos Road is expected to serve many of the same functions as Colony Road. It will carry traffic from the residential areas of the northwest part of the City to Jack Tone Road. Santos Road can function as a two-lane road, but will need intersection controls, turn lanes, and an extra wide turn lane at Jack Tone to accommodate truck traffic.

River Road will serve the northern part of the City as a four lane arterial collecting traffic destined for Jack Tone Road, the Olive Avenue Expressway, and points east. River Road will serve a larger regional function carrying traffic from Escalon and Oakdale.

Further to the north, Clinton South Avenue will serve as a minor collector. (Chart 3.5 details the existing and projected 2016 traffic volumes for those roadways north of the freeway.)



**Proposed Roadway and Name*

Source: San Joaquin Council of Governments Regional Traffic Model, January 1997

Moving North and South in Ripon

North-south traffic roadways in Ripon will be North Stockton Avenue (North Ripon Road), Wilma Avenue, Jack Tone Road and the Olive Avenue Expressway.

Manley Road will continue as a collector with limited added traffic. North Stockton Avenue will develop as a four lane road north of Milgeo. North Ripon Road, north of Clinton South Avenue, can function as a two-lane roadway with turn pockets during this planning period, but right-of-way must be reserved for its future. North Stockton Avenue south of Milgeo Road will experience an increase in traffic.

Jack Tone Road will be six lanes with turn pockets at intersections between State Route 99 and Santos Avenue. North of Jack tone Road will be four lanes with turn pockets. Intersection controls at Colony Road, Santos Avenue and River Road will lead to slow traffic during peak hours and will require signals to maximize traffic flow. South of State Route 99 Jack Tone Road can function with four lanes with turn lanes although it will experience unstable traffic flow near State Route 99 by 2016.

(Table 3.4 shows the existing and project 2016 traffic volumes for the north-south roadways.)

Table 3.4 NORT-SOUTH TRAFFIC VOLUMES		
Street	Existing Volumes	2016 Projected Volumes
North Stockton Street	2,800	11,900
Wilma Avenue	4,200	15,000
Jack Tone Road	5,600	26,100
Olive Avenue	250	23,000

Source: San Joaquin Council of Governments Regional Traffic Model, January 1997

Ripon's 2016 Roadway Network

San Joaquin County Council of Governments has projected Functional Classifications for Ripon's 2016 roadway network.

FREEWAY

State Route 99

MAJOR ARTERIAL

Jack Tone Road (Canal Boulevard to River Road)

River Road (Olive Road Interchange to Murphy Road)

MINOR ARTERIAL

Jack Tone Road (River Road to Clinton South Road)

Jack Tone Road (West Main Street to Canal Blvd)

West Main Street (Olive Avenue to Stockton Avenue)
(West Main Street to Second Street)

Second Street Overcrossing (Stockton Avenue to East Main Street)

State Route 99 Frontage Road North (Austin Road to

River Road)

Santos Road (Frontage Road North to Wilma Avenue)

Wilma Avenue (West Main to River Road)

Colony Road (Jack Tone Road to Wilma Avenue)

COLLECTORS

Stockton Avenue and Doak Boulevard (Second Street to Olive Avenue)

Stockton Avenue (North Frontage Road to River Road)

Manley Road (East Main Street to Shasta)

Jack Tone Road (West Main Street to Doak Boulevard)

Highland Avenue (Doak Boulevard to Canal Boulevard)

Frontage Road South (Industrial to Olive Avenue) (West Main Street to the Stanislaus River)

Second Street (Wilma Avenue to Stockton Avenue)

Canal Boulevard (Jack Tone Road to Wilma Avenue)

East Main Street (State Route 99 to Manley Road)

South Frontage Road (East Main Street to Stockton Avenue)

Wilma Avenue (West Main Street to Seventh Street)

Shasta (Murphy Road to Hoff Drive)

Santos Avenue (Murphy Road to Wilma Avenue)

Clinton South Avenue (North Ripon Road to Jack Tone Road)

While it has always been Ripon's desire to provide for a Level of Service C, by today's standards this is a high level of service for roadways. Level of Service

C is when conditions of traffic flow are stable, operating speeds and maneuverability are sometimes restricted and occasional backups occur behind left turning vehicles at intersections. Therefore, the City has to reluctantly lower the standard to Level of Service D. Level of Service D maintains satisfactory speeds but temporary restrictions may cause extensive delays and little freedom to maneuver. Some drivers, especially those making left turns, may have to wait through one or more signal changes.

Moving Around in the Ripon Area

Ripon's traffic focus in the year 2016 will be shared between the existing downtown to Jack Tone Road. This is the result of expanded employment opportunities in commercial and industrial activities near State Route 99. Traffic conditions on most streets south of the Freeway and east of Jack Tone will remain similar to today's circumstances or increase modestly. Significant changes will be the addition of Canal Boulevard to connect Jack Tone and Wilma and the extension of Industrial to the north parallel to State Route 99. The Industrial Way extension will act as a frontage road serving trucks between the industrial areas to the Jack Tone interchange, and eventually the Olive Road interchange.

Traffic on Jack Tone Road will increase dramatically and at the interchanges, and there will be a need for traffic controls. Otherwise, conditions on Ripon areas south of the freeway will not change very much.

Changes in the north will be noticeable as Jack Tone Road becomes a busy arterial. A high percentage (25%) of trucks will increase concerns along Jack Tone. Ripon's interchanges will serve regional plus local functions.

TRAFFIC SIGNAL LOCATIONS WILL BE DETERMINED AS CONDITIONS DICTATE, HOWEVER, THOSE MAJOR INTERSECTIONS LIKELY TO BE SIGNALIZED ARE:

East Main Street and Second Street Overcrossing/

Northbound State Route 99 Ramps
 Jack Tone Road and River Road
 Jack Tone Road and State Route 99 Ramps
 Jack Tone Road and Canal Boulevard
 Milgeo and Wilma Avenue Overcrossing/State
 Route 99 Ramps

Olive Avenue and State Route 99
 Santos Avenue and Jack Tone Road
 Second Street Overcrossing and Southbound
 State Route 99 Ramps
 Shasta Street and North Stockton Avenue
 South Stockton Avenue and Second Street
 Overcrossing

Stockton Avenue and Main Street
 Wilma Avenue and State Route 99 Ramps
 Wilma Avenue and Wilma Avenue Overcrossing

San Joaquin County Council of Government's (COG) Ripon traffic model has produced some street segment improvements if the Olive Avenue / State Route 99 interchange is constructed. The COG Circulation and Transportation Appendix contains those improvements.

Structures proposed for construction by this document are: Olive Avenue bridge over the Stanislaus River, Olive Avenue and River Road interchanges at State Route 99, and reconstructed Milgeo Avenue (Wilma) interchange and overcrossing at State Route 99, reconstructed Jack Tone Road interchange at State Route 99.

Intracity Transit

The City of Ripon will provide public transit services to meet the needs of its population, and to encourage fewer automobile trips. The transportation disadvantaged, specifically the elderly and physically disabled, have been targets of the existing public transit program and will continue to be priorities for the City. The public component to the existing service will be expanded gradually to provide internal city trips for commute, academic, recreational and shopping trips. By the year 2016, the City's transit service will no longer be a volunteer driver service, but will have professional drivers with

a larger vehicle fleet serving daily trips over expanded hours. The service may also involve some limited fixed route service during peak hours to meet an expanded intracity commuter population.

As an example, Tracy's transit service when it was a city of 25,000, provides a model of a transit program to serve Ripon's potential needs. At the time, Tracy ran six, twelve passenger minibuses on a demand response (dial-a-ride) basis. Tracy Trans, as it was called, carried 30,000 to 35,000 passengers a year. The system was designed strongly to serve the disabled, the elderly, and youth. Recognizing that the demographics of Tracy ten years ago are different from those projected for Ripon because the Ripon of 2016 will have a stronger employment base and with more urban characteristics. This, along with the City's own efforts to mitigate for air quality concerns and reduce congestion during peak hours would argue for a component of the system to serve employment sites.

The value of transit, as compared to roadways, is the capital equipment in transit can be moved from site to site to respond to the changing needs of the community. By comparison, a roadway is fixed so it cannot simply be moved. Because of this flexibility with transit, the City should be prepared to invest in this service as demand warrants, and as its policies dictate. For illustrative purposes, the following public transit service would fit these needs. It could be that Ripon will not grow to the point in 2016 that this extent of service is needed. In such a case, the capital and operations would be less.

- *Ripon Transit Capital Needs: Six, 15-passenger minibus fleet*
- *Ripon Transit Operations Needs: Demand Response System Fixed Route, Peak Hour Component Weekday Service, 7:00 a.m. to 7:00 p.m.*

Intercity Transit

Presently, the City provides a general purpose dial-a-ride service with a 9-passenger bus. The service, which goes to Modesto one day a week primarily for medical appointments and shopping, is operated by volunteer drivers and is limited to the disabled and senior citizens. Additionally, SMART continues to provide a dial-a-ride service (formerly the CAT system operated by San Joaquin County) to Ripon and the surrounding area. By the year 2016, Ripon will be experiencing significant increases in demands for commuter service, and the San Joaquin Council of Governments Regional Transit Systems Plan anticipates that regional transit will be provided to Ripon by SMART on a Stockton-Manteca-Ripon-Modesto route. The plan envisions that the weekday route would service for commuters and shoppers alike, and while there is no specific routing provided in the plan, the City would need to identify two to four potential activity center sites near the freeway such as shopping centers and park-and-ride lots.

Train Service

While an intercity passenger rail stop serving the community is desirable, future rail service rests in the hands of the State of California. Presently, rail service is provided by AMTRAK on the Valley line by stations in Riverbank (soon to be replaced by a new station in Modesto) and Stockton. Local commuter service will soon be provided by a rail line between Stockton and San Jose with a station in Manteca.

Park and Ride Lots

Park and ride lots to serve the Ripon Planning Area's commuters will continue to be provided at the current Industrial Avenue location, as well as one near the State Route 99 and Jack Tone Road interchange. Anticipated capacity in both locations will be fifty (50) vehicles.

Bicycle Circulation

A Bicycle Route Master Plan for the area has been adopted by the City. It is a Plan that seeks to take advantage of Ripon's size and short distances to encourage bicycles as alternative transportation to the automobile.

This Plan will be adopted as part of this General Plan by Goal E of the Circulation Goals and Policies of this Chapter.

Air Transportation

Air service to Ripon will continue to be supplied by the Stockton Metropolitan Airport and the Modesto Airport. The City supports a regional airport for the Stockton-Modesto area to help improve passenger service.

Chapter Four: Community Health and Safety

VOLUME I - CHAPTER FOUR

COMMUNITY

HEALTH AND SAFETY



4.1 INTRODUCTION

This Chapter focuses on issues that must be considered in the physical development of the Ripon Planning Area and sets policy direction. Environmental conditions that have the potential to affect the community adversely include flooding, fire, geological and seismic hazards. Additional issues of concern to the City are, personal safety and management of hazardous materials.

Hazards are natural or man made conditions that have the potential to threaten life, cause injury, or damage property. Disasters are specific events resulting from interaction between hazards and human populations. Through investigation of hazard risk and careful land use planning to reduce or restrict development in high risk areas, the potential for disaster can be reduced. Development siting, design considerations, and emergency preparedness can reduce, if not eliminate, risks of hazards to the Ripon Planning Area.

Safety is a required topic of the General Plan, and is consistent with the other chapters of the Ripon General Plan Update.

Consistency With State Planning Law

State legislation requires that a safety analysis be adopted by counties and cities as part of their general plans. That legislation also permits cities to adopt portions of the County General Plan Safety Element that pertains to their City for addressing the requirement for a local Safety Element.

This approach is used by including Goal I of the Community Health and Safety Goals and Policies for seismic, geological, and flood hazards.

The function of this chapter is to identify hazards due to seismic and geological activity, fire, flooding, and noise, and propose measures to protect the community against these hazards. This document is designed to fulfill these requirements.

THE HAZARDS CONSIDERED IN THIS ELEMENT ARE:

Seismic - including faulting, ground shaking, liquefaction, and seiches

Geological - including subsidence, erosion, expansive soils, and landslides

Fire

Flood

Emergency services

Eliminating all risks is not possible due to natural hazards. Steps can be taken to reduce risk, however, these measures may each carry a cost. In this chapter, an attempt has been made to balance the damaging potential of natural hazards against the costs of mitigating these hazards.

4.2 GOALS AND POLICES

GOAL A: PREVENT LOSS OF LIVES, AND PROPERTY DAMAGE DUE TO GEOLOGICAL HAZARDS.

Policy A1. Required geologic or engineering reports should be prepared by a Registered Civil Engineer or Certified Engineering Geologist.

Policy A2. In cooperation with state and local emergency service agencies, the City of Ripon will prepare and maintain a Community Emergency Preparedness Plan.

Policy A3. The Department of Public Works shall maintain maps and records which delineate areas known to be affected by site-specific geologic hazards.

Policy A4. The Ripon General Plan shall be amended to incorporate data and/or analysis provided by the State Mining and Geology Board pursuant to the Seismic Hazard Mapping Act.

GOAL B: PREVENT LOSS OF LIFE, AND PROPERTY DAMAGE DUE TO THE COLLAPSE OF BUILDINGS AND CRITICAL FACILITIES, AND THE DISRUPTION OF ESSENTIAL SERVICE IN THE EVENT OF AN EARTHQUAKE.

Policy B1. The City will not approve any change in use to higher occupancy or more intensive use in unreinforced masonry structures constructed before 1940 until an engineering evaluation of the structure has been conducted and all structural deficiencies are corrected.

Policy B2. Enforce building codes and City ordinances regarding earthquake protection.

Policy B3. Support Ripon Consolidated Fire District's efforts to provide adequate facilities and equipment needed to service development.

GOAL C: PREVENT LOSS OF LIVES, INJURY, AND PROPERTY DAMAGE DUE TO FLOODING.

Policy C1. Continue to participate in the National Flood Insurance Program. To this end, the City will enforce local regulations according to standards

adopted by the Federal Emergency Management Agency.

Policy C2. Prohibit the construction of buildings within the 100-year flood plain.

Policy C3. Construction in the vicinity of existing levees should be coordinated with the responsible maintenance agency to ensure that structures, ponds, or water applications do not result in weakening of the flood control structures.

GOAL D: PREVENT LOSS OF LIFE, INJURY, AND PROPERTY DAMAGE DUE TO WILD LAND AND URBAN FIRES.

Policy D1. All new non-residential development will be equipped with automatic interior sprinkler systems to meet the Uniform Building Code.

Policy D2. Encourage the Ripon Consolidated Fire District to maintain a regular program of fire inspection for commercial and industrial buildings.

Policy D3. Require that the construction of new roads and streets be adequate as to width and turning radius to simplify access by firefighting apparatus. Plans for new streets will be submitted for review and comment to the Ripon Consolidated Fire District.

Policy D4. All development will be required to meet the minimum fire flow rates specified by the City's Fire Code.

Policy D5. Enforce building and fire codes and City ordinances regarding fire protection.

Policy D6. Support the Ripon Consolidated Fire District in establishing fees for capital facilities and equipment required to service developments.

GOAL E: TO PREVENT CRIME AND PROMOTE THE PERSONAL SECURITY OF RIPON RESIDENTS.

Policy E1. The Ripon Police Department will

continue to promote neighborhood security programs and provide crime prevention training for neighborhood groups and associations.

Policy E2. The City will promote personal security when reviewing the design of development.

Policy E3. Encourage the participation of local citizens in the Volunteers in Police Service (VIPS) Program, Police Reserves, and the Technical Reserves.

GOAL F: TO SATISFACTORY LEVEL OF POLICE SERVICE.

Policy F1. The City will try, through adequate staffing and equipping, to maintain the minimum feasible police response times for police calls for service. Depending on available revenue and demographics, the City should use 1.5 sworn officers per one thousand population as its 'target' ratio.

Policy F2. The City will continuously monitor response times.

GOAL G: TO PROTECT CITY RESIDENTS FROM THE EFFECTS OF HAZARDOUS MATERIALS.

Policy G1. City approvals of all development will consider the potential for the production, use, storage, and transport of hazardous materials.

Policy G2. Within its authority, the City will regulate the production, use, storage, and transport of hazardous materials to protect the health of Ripon residents.

Policy G3. The City shall conduct audits of its own hazardous materials use and storage to ensure that City-owned materials are properly stored and marked, and that City employees responsible for the storage, use and transport of hazardous materials are properly trained and certified.

GOAL H: TO PROVIDE CITY EMERGENCY PROCEDURES THAT ARE ADEQUATE IN CASE OF POTENTIAL NATURAL OR MAN MADE DISASTERS.

Policy H1. The Police Department will maintain and periodically update the City's Emergency Response Plan. As part of the periodic update, the City will review County and State emergency response procedures that must be coordinated with City procedures.

Policy H2. The City will conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures.

GOAL I: SUPPORT AND RECOGNIZE THE REQUIREMENTS OF THE SEISMIC, GEOLOGICAL AND FLOOD HAZARDS COMPONENTS OF THE SAN JOAQUIN COUNTY GENERAL PLAN PUBLIC HEALTH AND SAFETY ELEMENT.

Policy I1. The Seismic, Geological and Flood Hazard Components of the San Joaquin County General Plan Public Health and Safety Element are incorporated by reference to this Chapter of the General Plan and can be found in Volume III (Technical Appendices) accompanying this document.

GOAL J: PROTECT RESIDENTS FROM HEALTH HAZARDS AND ANNOYANCE ASSOCIATED WITH EXCESSIVE NOISE LEVELS.

Policy J1. To require noise buffering, barriers, and/or setbacks as construction techniques in developments in the proximity to the highway, railroad, or major streets as required to maintain City noise standards.

Policy J2. To control noise sources in residential neighborhoods by restricting through truck traffic to designated truck routes.

Policy J3. To require analysis of potential noise from developments and require mitigating measures to reduce noise impacts to adopted City noise standards.

Policy J4. To examine any source of noise projected at or above 70 dB at 50 feet for compatibility with

existing or projected planned neighborhood land use before granting a rezoning or conditional use permit.

Policy J5. Develop a community noise ordinance.

Policy J6. The Land Use Compatibility Standards set forth in General Plan Table 4.1 are the adopted noise standards of the City of Ripon.

Policy J7. To minimize the duration of heavy equipment operations in the vicinity of residential uses or other sensitive noise receptors, especially during evening and early morning hours.

Policy J8. Coordinate with and encourage Caltrans to install sound barrier walls along sections of State Route 99 affecting residential uses.



4.3 SEISMIC, GEOLOGICAL, AND FLOOD HAZARDS

Seismic and Geological Hazards

No known seismic or geological faults are found in the Ripon Planning Area. The nearest faults are the Tracy-Stockton Fault and a small buried fault that extend south from Banta to Stanislaus County. These faults have no surface trace and have not had any movement over the last three million years. *Figure 4.1 is a map compiled for the San Joaquin County General Plan (adopted July 1992) which shows that such hazards do not exist in the Ripon Planning Area.*

Active or potentially active faults such as the Calaveras Fault, Hayward Fault, Green Valley-Concord Fault, the Midland Fault and the San Andreas Fault are also shown on the Map.

Like any other place in the Valley, the area could be affected by earthquakes along faults in other parts of the region and elsewhere in California. Recorded earthquakes from outside the Ripon Planning area

have produced ground shaking in and around the City.

A maximum intensity earthquake could cause considerable damage in ordinary structures. Most injuries, loss of life and property damage during earthquakes result from structural failures due to ground shaking. Damage from ground shaking is a combined function of the structural integrity of the buildings before the earthquake, and the quality of soils or bedrock underlying the buildings.

Older structures generally were not built to withstand the lateral stress imposed by the ground shaking of a major earthquake. Generally, the older the structure, the less likely it is to resist an earthquake. This applies particularly to buildings having walls of reinforced brick held together by sand lime mortar, and usually to all multi storied buildings that do not have steel reinforcements.

Flooding Hazards

Flooding is one of the costliest natural hazards in California. In the Ripon area the problem of flooding, defined as breaching of the banks of a natural water course, is limited to property along the Stanislaus River. Completion of the New Melones Dam has significantly reduced the chance of damage along the flood plain of the River. The older parts of the City have never been known to flood. *(Exhibit 4.1 shows the 100 Year Flood area in the Planning Area.)*

Programs for reducing flood losses include structural and non-structural approaches, some directed at preventing floods, and others controlling that which cannot be prevented. New Melones Dam on the Stanislaus River is a method of prevention. Channel maintenance and development is an additional means of flood prevention. Nonstructural measures include flood forecasting, zoning, exclusions from designated floodway and building code requirements.

In conformity with Federal Emergency Management Agency (FEMA) standards, no building within the flood plain, except by special permit, is permitted within the city.

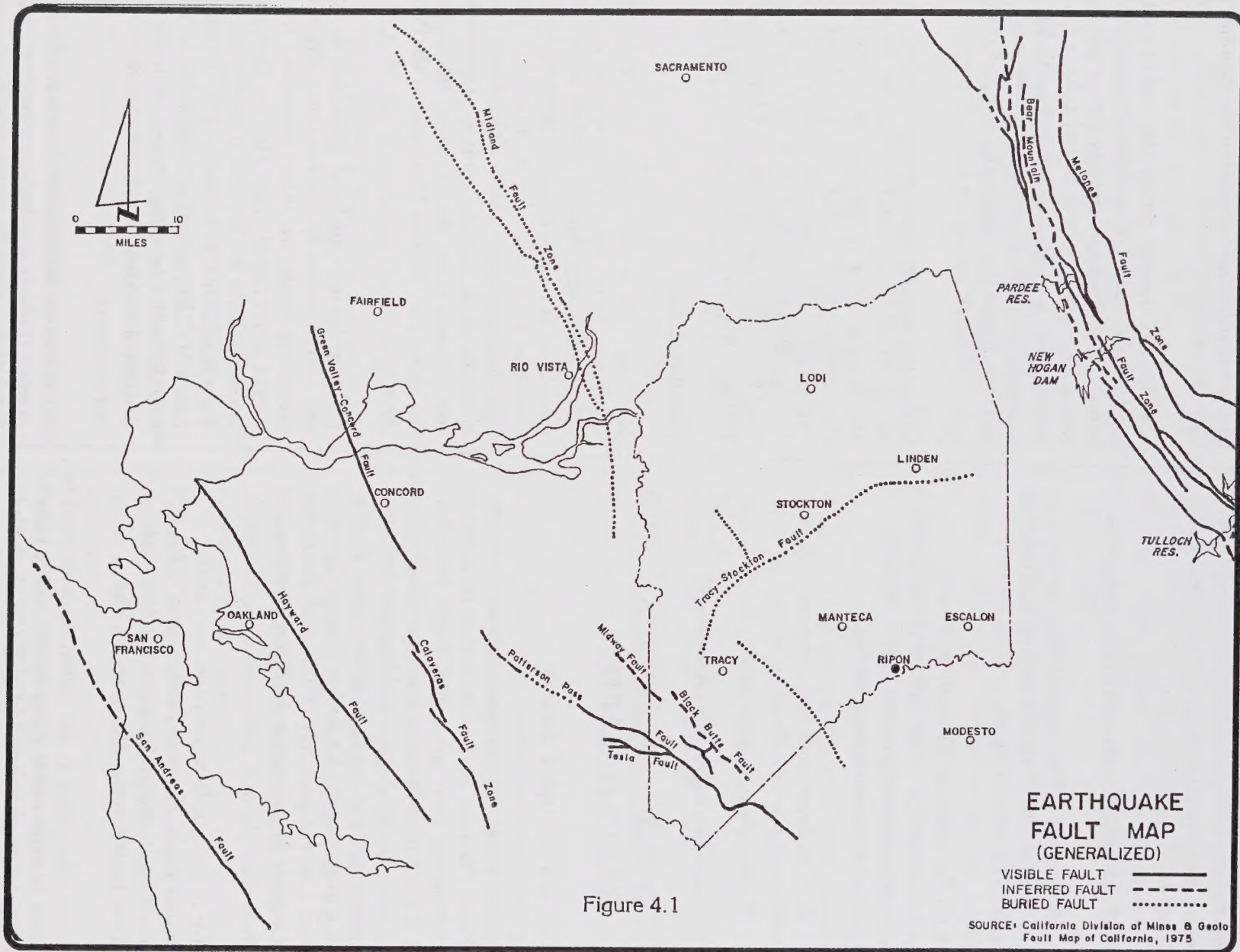
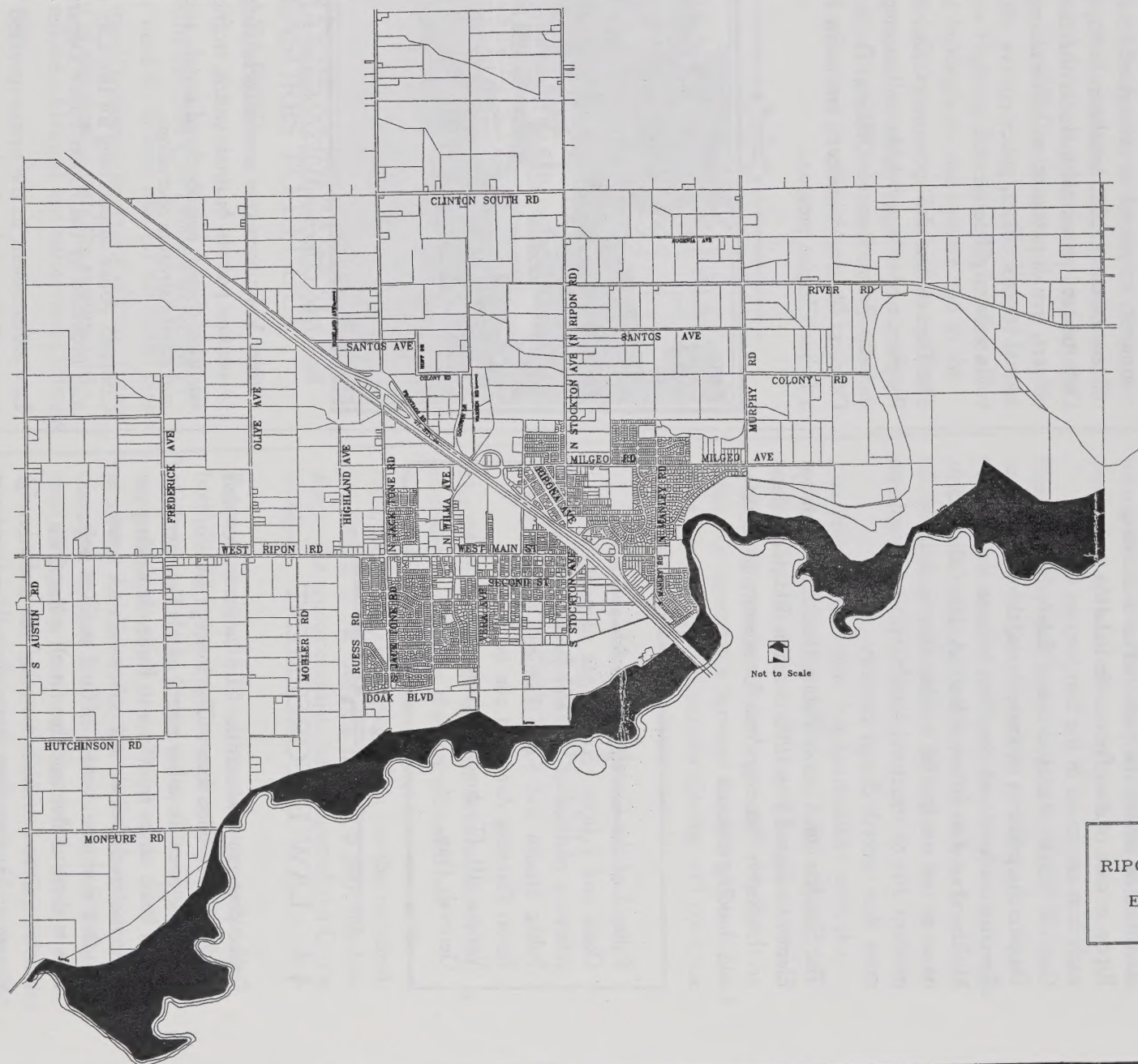


Figure 4.1



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EXHIBIT 4.1 - FLOOD
PLAIN MAP

New Melones and Tullock dams have been identified as having the potential of inundating Ripon in case of dam failure. Inundation areas for each dam are found in the San Joaquin County General Plan Public Health and Safety Element. Despite the presence of these dams, the risk of flooding is considered very low, because the likelihood of dam failure is low. A dam failure can occur as the result of an earthquake, as an isolated incident due to structural instability, or during heavy rains that exceeds design capacity.

The San Joaquin County Public Health and Safety Element adopted July 1992 contains additional data on the Ripon Planning Area for seismic, geological, and flooding hazards.

Policy I of the Community Health and Safety Goals and Policies recommends adoption by reference portions of the San Joaquin County Public Health and Safety Element covering the Ripon Planning Area and can be found in Volume III (Technical Appendices) to this General Plan.

4.4 LAW ENFORCEMENT

Police protection within the City Limits is provided by the City's police force. The average level of staffing is one officer per patrol unit. The number of patrol beats range from one to three, depending on personnel availability. All police calls for service are handled from the central facility; average response time is three to five minutes for all calls. Calls involving Part 1 offenses, or other life-endangering situations have an even faster average response time.

In 1995, the Ripon Police Department had a total staff of 13 sworn officers. This represented a staff to population ratio of approximately 1.3 officers for per 1,000 persons. In the 1994 Uniform Crime Reports, it

was reported the Nation's law enforcement community employed an average of 2.3 full time officers for every 1,000 inhabitants. Ripon's Police Departments' personnel includes the thirteen sworn officers, five dispatchers, an office manager, an animal control officer, police reserve officers, and volunteers in police service.

The Department also sponsors a Crime Prevention Program, and a large, viable, volunteer program that includes Police Reserve Officers, Technical Reserve Officers, Citizen Volunteers, an Intern Program, and a Police Chaplin program.



Ripon Police Officers and VIPS (Volunteers in Police Service)

Citizen Volunteers give service by helping crime prevention patrols, business watch, traffic control, vacation checks, neighborhood watch, senior liaison and administrative operations.

Contract police dispatching for the City of Escalon is also provided by the Ripon Police Department.

Law enforcement in the unincorporated area is the responsibility of the San Joaquin County Sheriff's Department. The sheriff's department maintains a beat that includes the Ripon area. This beat is designated as District 7 and includes Manteca, Lathrop, Escalon and Farmington. Usually one or two officers are on duty for this beat, but often

during evening hours no officers are available. The Sheriff's Department has law enforcement power within incorporated cities and outside corporate limits. Coroners' service is provided throughout the County by the Sheriff's Department.

The California Highway Patrol (CHP) handles all traffic-related incidents on the freeway and in the unincorporated County area. This includes issuing traffic citations, and investigating vehicle accidents and auto theft. Fifty CHP officers are assigned to the Stockton office and 25 officers assigned to the Tracy Office.

4.5 HAZARDOUS MATERIALS MANAGEMENT

Production, storage, and transportation of hazardous materials within the City have the potential for accidents and spills. The City is the lead agency responsible for handling clean up procedures. The City has sponsored a member of the Ripon Consolidated Fire District to participate in the Joint County Hazardous Materials Response team.

4.6 FUTURE CONDITIONS AND MEASURES TO REDUCE HAZARDS

Buildout within the 1996 City Limits is expected to result in the need for at least one (1) additional police officer and one (1) community service officer. Future development of the areas outside the existing City Limits will require additional law enforcement officers and equipment.

The Police Department has twenty (20) full-time employees, twenty-seven (27) volunteers who average 150 hours per week of volunteer time, and seven (7) Police Reserve Officers who average approximately

twenty (20) hours per week. Based on the number of volunteer hours worked, the Department has a total of twenty-four (24) full time employees.

Ripon's Police Facility has approximately 5,450 square feet, which is an average of 227 square feet per full time employee. Based on an industry average of 250 square feet per employee, the Department would need approximately 6,000 square feet to meet its present needs.

The Police Department has been tasked with the update of the Emergency Services Operational Plan for the City. Periodic exercises are conducted to help the City prepare for emergencies. Mutual assistance agreements between the City, County, and other agencies throughout the County will continue to assure aid in case of emergencies.

4.7 FIRE HAZARDS AND PROTECTION

The threat to the City of Ripon from wildland fires is extremely low due to the agricultural lands surrounding the City. Structural fires caused by electrical shorts and cooking fires are the principal fire threats to the City, but the risk is generally low due to the recent construction of most of the City's buildings.

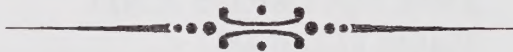
Ripon Consolidated Fire District is responsible for both the City and the surrounding area that consists of approximately 45 square miles. The City of Ripon is presently classified as a Class 4 by the Fire Insurance Underwriters, and the rural area is classified as Class 8. The District employs nine full-time emergency personnel, four administrative staff, 50 volunteer firefighters and 15 volunteer ambulance personnel. All of the roads within the City meet the minimum road width requirements for movement of fire equipment.

The replacement and upgrading of the water distribution system in the older parts of the



Ripon Consolidated Fire District -Station One

community (a redevelopment agency project) along with the installation of wells and storage tanks has resulted in the city's ability to provide an adequate water supply at desirable levels.



4.8 NOISE

The primary purpose of the noise discussion is to describe the existing and projected noise environment in Ripon so that harmful and annoying sound levels can be avoided or reduced. Major noise sources are identified, noise levels throughout the community are recorded, and the effects of noise on the community are discussed.

Three aspects of environmental noise are important in determining subjective response: the intensity (amplitude) or level of the sound, the frequency spectrum of the sound and time varying character of the sound. The combination of these three dimensions produces what we hear.

How Noise is Measured

Because hearing varies widely between individuals, what may seem loud to one person may not to another. Although loudness is a personal judgement, precise measurement of sound

is made possible by the use of decibels (dB) calculated on a logarithmic basis. Zero dB is the threshold of hearing, and the ear begins to feel pain at 120 dB.

An average person will perceive a 10 dB sound level increase at any level as a doubling of loudness. Thus, 90 dB will sound twice as loud as 80 dB, and four times as loud as 70 dB.

Sound levels drop off at 4.5 decibels for every doubling of distance from a noise source. Thus, without barriers, a source that is 90 dB at 50 feet will be 85.5 dB at 100 feet, and 81 dB at 200 feet. With barriers in the way, sound levels will be further reduced, depending on the barrier's height, length, and type of construction. Sound levels in decibels are not combined by simple addition. Combining two identical sound sources increases the overall sound level by only three decibels. If one source is more than 10 decibels above another, the lesser noise adds practically nothing to the overall sound level.

The range of sound frequencies that the human ear can hear is tremendously wide; however, the ear does not hear all frequencies equally. In measuring sound frequency, the most widely used decibel scale is the A-weighted decibel scale (dBA), which is measured on a sound level meter using the A-weighting filter network. The A-weighting filter reduces very high and very low frequency components of sound similar to the response of the human ear and gives good correlation with subjective reactions to noise.

The ambient noise of the community is all environmental noise, which is usually a composite of sound from many sources near and far. An intrusive noise is that noise that intrudes above the existing ambient noise, such as the noise of individual events like a passing car or train, an aircraft flying overhead, or a lawnmower in the neighborhood

To represent the cumulative effects of varying noise levels throughout the day adequately, noise level descriptors that average the hourly noise levels have

been developed. These systems averages the noise levels for a twenty-four-hour period, giving extra weight to the evening or night sound levels in recognition of the facts that people are much more disturbed by noise at night than at any other time. Two primary community noise level systems currently in use are the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (Ldn).

The CNEL system calculates average sound levels from the A-weighted sound levels during a 24-hour day, after addition of five decibels to sound levels in the evening between 7:00 p.m. and 10:00 p.m., and after addition of 10 decibels to sound levels in the night hours after 10:00 p.m. and before 7:00 a.m.

The Ldn system calculates average sound levels from the A-weighted sound levels during a 24-hour day, after addition of 10 decibels to sound levels in the night hours after 10:00 p.m. and before 7:00 a.m.

Average noise levels calculated with the CNEL or Ldn systems have been found to differ only slightly. For the purposes of this Noise Element the two systems will be regarded as essentially identical.

For this Noise discussion, areas with CNEL or Ldn noise levels of 70 dBA or greater (at 50 feet) will be considered noise impacted. Mitigation measures for new residential land uses may be required. CNEL of Ldn noise levels of less than 65 dBA will be considered in the acceptable range for residential land uses (based on HUD standards). Interior noise levels should not be more than 45 CNEL. *(Table 4.1 shows the compatibility of various land uses with various community noise exposure levels using the CNEL and Ldn systems.)*

The Noise contours presented in this Noise discussion have been prepared using the methodology of "The Noise Guidebook" published by the U.S. Department of Housing and Urban Development, Washington, D.C., 1985. The noise contours presented are extremely useful for generalized planning; however, they should not be used as highly accurate estimators of the noise levels at specific locations.

4.9 EXISTING CONDITIONS

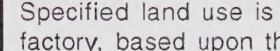
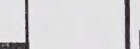
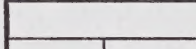
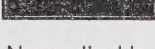
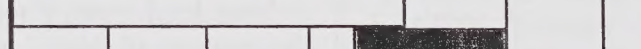
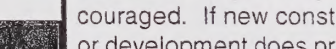
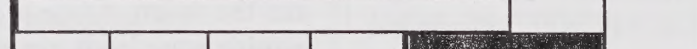
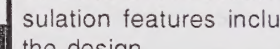
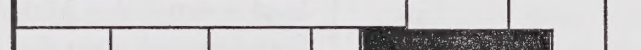
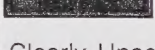
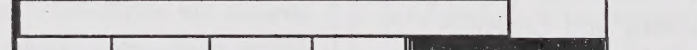
Noise in the planning area is primarily from vehicular traffic and railroad operations, with some impact from aircraft operations. No existing industrial activities have been identified which generate noise at levels causing residents to be uncomfortable. A small train switching area in the southeast portion of the City is in an industrial area that tends to mitigate any potential adverse noise effects.

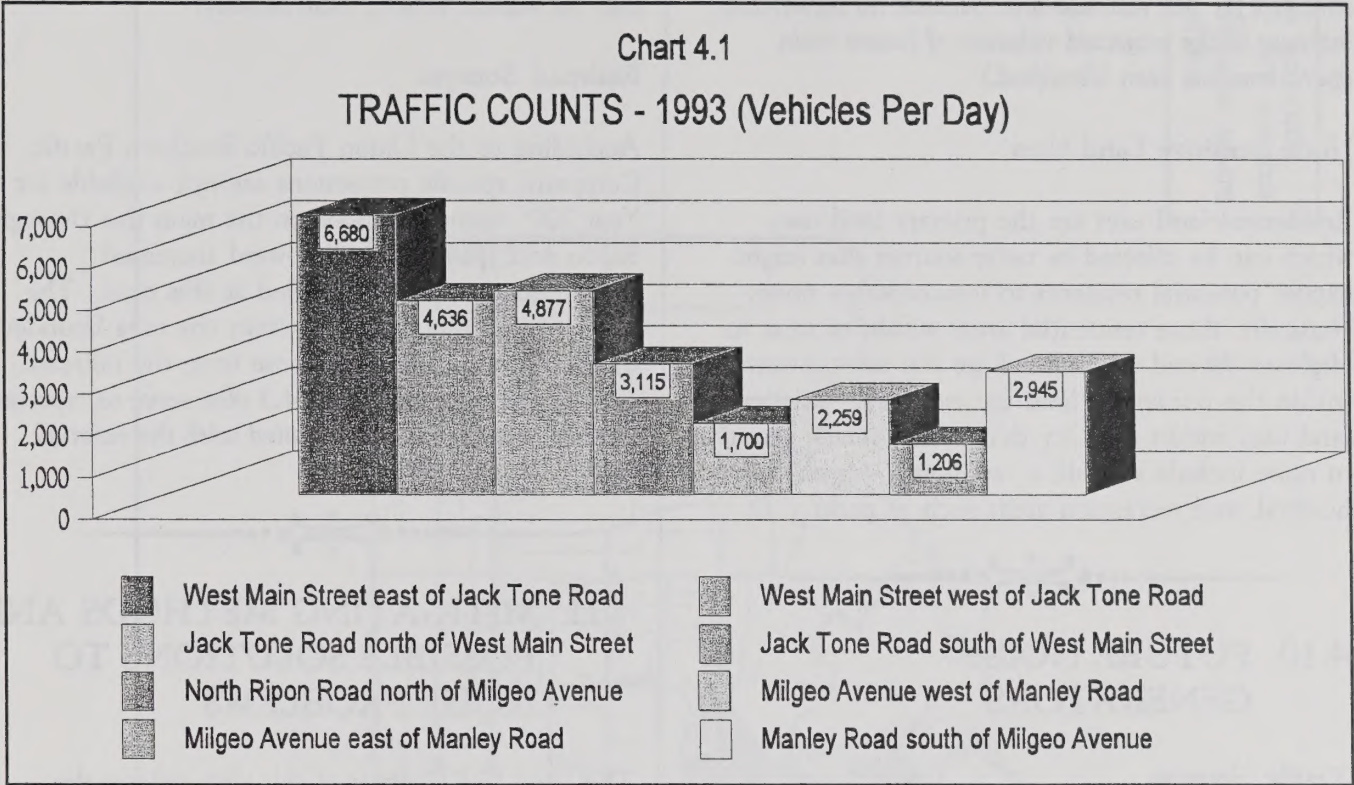
Within the City, the major sources of existing noise are the traffic along Highway 99 and the train operations on Union Pacific/Southern Pacific Railroad that is parallel and next to the highway. Traffic on the major circulation routes within the City is a less significant noise source. Noise more than 65 Ldn along most local streets and roads is within street right-of-ways and low speeds and traffic volume does not ordinarily make up a nuisance.

Traffic Sources

Vehicular traffic, including auto, trucks, buses, utility, and maintenance vehicles, generally establishes the ambient sound in a community. This ambient level varies throughout the day based upon the intensity of other community sound sources. Ambient level is dependent upon traffic flow rate, average vehicular speed, distance to sound receivers, and the ration of type of vehicles. *The estimated existing noise levels generated by vehicular traffic levels are shown using CNEL noise contours in Exhibit 4.2 for Highway 99 and the highest volume local streets (West Main Street and Jack Tone Road).* Superimposed upon this ambient level are the intrusive, single event sounds emitted from "specially equipped" trucks, cars, or motorcycles. All vehicular sounds are attributable to four sources: rolling stock (tires, gears, etc.), body rattles, vehicular aerodynamics, and engine noises. *(Chart 4.1 shows traffic counts taken in 1993 by the San Joaquin County Council of Governments.)*

Table 4.1
LAND USE COMPATABILITY
for Community Noise Environments

Land Use Category	Community Noise Exposure Ldn or CNEL, dB						Interpretation
	55	60	65	70	75	80	
Residential-Low Density Single Family, Duplex, Mobile Homes							<u>Normally Acceptable</u> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
							
Residential- Multi. Family							
							
Transient Lodging - Motels, Hotels							 <u>Conditionally Acceptable</u> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
							
Auditoriums, Concert Halls, Amphitheaters							
							
Sports Arena, Outdoor Spectator Sports							
							
Playgrounds, Neighborhood Parks							<u>Normally Unacceptable</u> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
							
Office Buildings, Business Commercial and Professional							 <u>Clearly Unacceptable</u> New construction or development should generally not be undertaken.
							
Industrial, Manufacturing, Utilities, Agriculture							
							



Source: San Joaquin County Council of Governments

Truck traffic on these roadways is estimated at approximately ten percent of the total except Jack Tone Road south of West Main that at this time carries very few trucks. In April 1996 Jack Tone Road at the north City Limits carried approximately 3,790 (vpd) and at the South side of the Southern Pacific Railroad tracks carried approximately 5,708 (vpd).

Caltrans 1995 Route Segment Report showed traffic counts on State Route 99 at the Stanislaus River as 72,600 (vpd) and 66,500 (vpd) at Jack Tone Road. Approximately fourteen percent of those vehicles were trucks.

Railroad Sources

The Union Pacific/Southern Pacific Railroad main route through the San Joaquin Valley runs through

Ripon. A large share of the development along the railroad is commercial or industrial which creates a partial barrier to the transport of noise. Recently constructed apartments near the railroad and the adjacent highway, have been insulated and constructed to meet acceptable standards.

Currently, an average of approximately 16 to 18 train operations occur per day on this railroad line according to the Union Pacific/Southern Pacific Company. Each train consists of an average of three locomotives and 80 cars, traveling at speeds up to 60 mph.

Comparing State Route 99 CNEL levels shown, equivalent daily noise produced by existing rail traffic is less extensive than that of the existing highway traffic when averaged more than twenty-four hours. (Note that the contours shown in Exhibit 4.2 also adequately represent the Year 2005 KNEEL

contours for this railroad line, because no significant increase in the projected volumes of future train operations has been identified.)

Noise Sensitive Land Uses

Residential land uses are the primary land uses which can be affected by noise sources that might expose potential residents to unacceptable noise. Naturally, those residential areas within or near to Highway 99 and the railroad are the most sensitive within the residential land use category. Existing land uses within the City that are especially sensitive to noise include schools, a rest home/ convalescent hospital, and recreation areas such as parks.

4.10 FUTURE NOISE GENERATORS

Traffic Sources

Noise generation within the existing City will increase along Highway 99 as traffic increases, unless improvement of noise controls of trucks improve significantly. Caltrans District 10 estimates that by the Year 2005 the daily traffic volume levels will have reached a total of 82,000 vpd including an estimated 14,750 trucks.

Existing local major streets such as West Main Street and Jack Tone Road can be expected to experience increases in daily traffic volumes that are approximately proportionate to the increase in residential and non-residential land uses. Doak Boulevard running along the south side of the City between Robert Avenue and Ruess Road is proposed to be extended to easterly South Stockton Street and westerly to Olive Avenue. It is also expected to serve as a traffic collector and truck route adding traffic to Jack Tone Road south of West Main Street. The traffic on these roadways is expected to increase to at least 2.5 times the 1993 daily traffic volume levels. *(Exhibit 4.3 shows the projected Year 2035 CNEL noise levels to be generated by Highway 99*

and the highest volume local streets.)

Railroad Sources

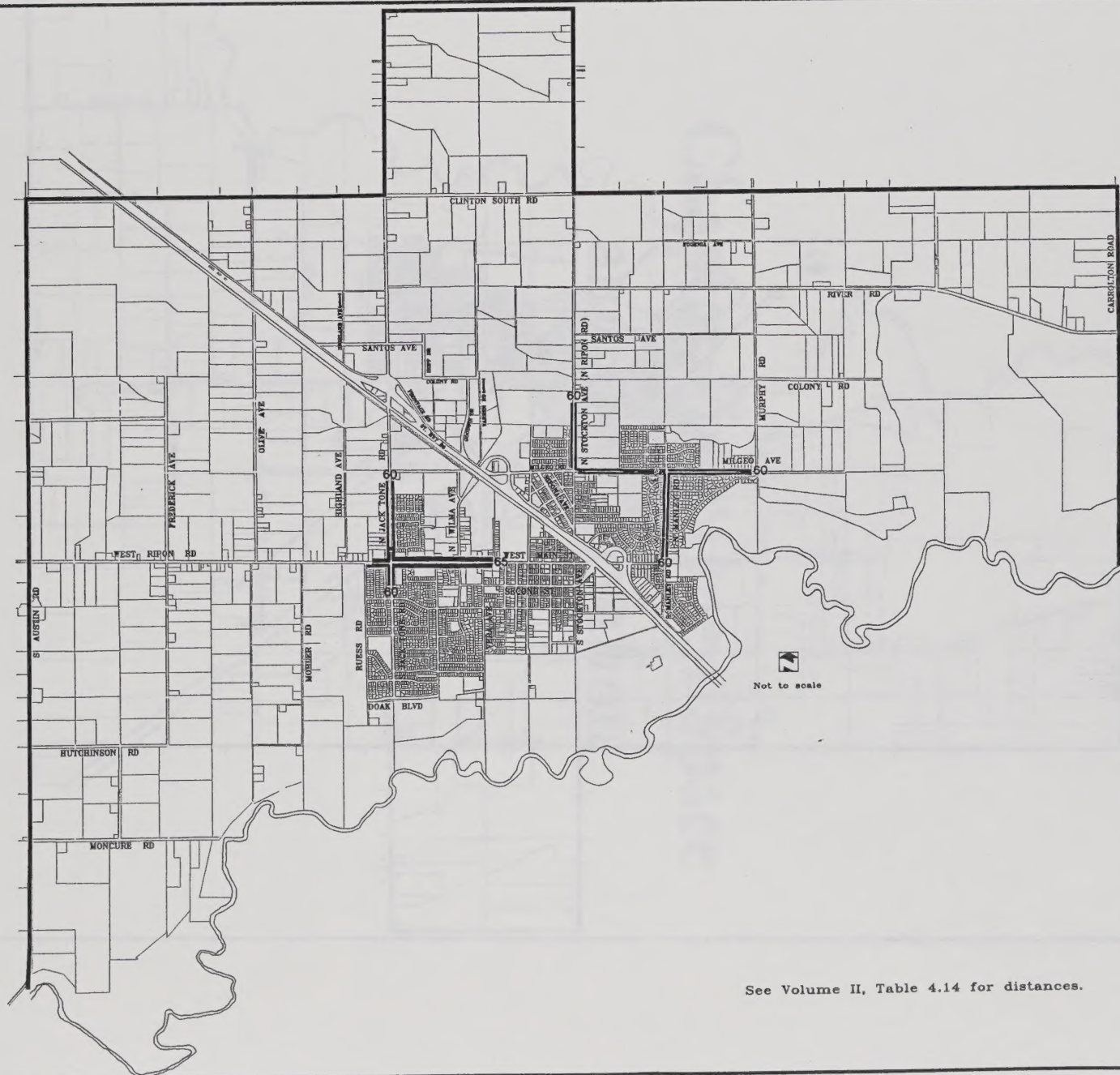
According to the Union Pacific/Southern Pacific Company, specific projections are not available for Year 2005 train operations on the main line through Ripon and specific trends toward increased operations cannot be identified at this time. The highway traffic noise level within the area bounded by the railroad dominates those from the railroad. *(CNEL contours of Exhibit 4.3 also serve to represent the future noise levels associated with the railroad line.)*

4.11 MITIGATING METHODS AND POSSIBLE SOLUTIONS TO NOISE PROBLEMS

The Land Use Chapter of this plan reflects the community noise contour data of this Noise Element in the designation of land uses to achieve as much noise compatible land use as possible within the planning area.

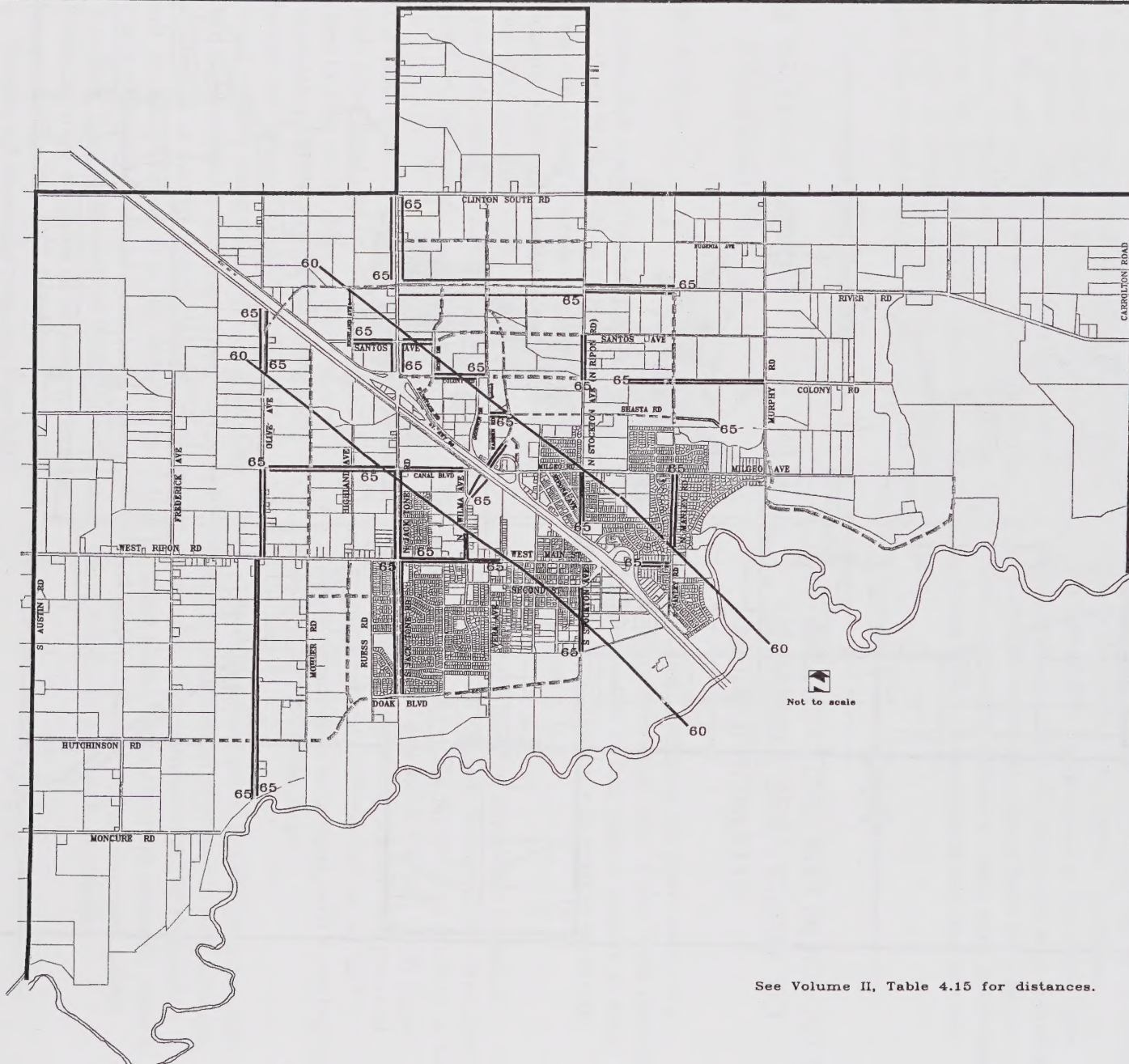
Noise impact studies by a qualified acoustical engineer may be required for any future development that appears to have the potential to generate or be exposed to significant noise sources. Such impact studies may be required to identify the potential noise impacts by or on the development, and to recommend measures to mitigate such noise impacts to within an acceptable range.

A performance standard of 45 CNEL interior noise level for all residential construction next to major community noise sources should be enforced. Building Code energy standards currently require dual pane windows and insulation that reduce interior noise to acceptable standards.



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EXHIBIT 4.2 - CNEL NOISE
CONTOUR MAP (1998)

See Volume II, Table 4.14 for distances.



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EXHIBIT 4.3 - PROJECTED
NOISE CONTOURS

See Volume II, Table 4.15 for distances.

Chapter Five: Open Space and Conservation

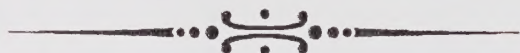
VOLUME I - CHAPTER FIVE

OPEN SPACE AND CONSERVATION



5.1 INTRODUCTION

The Open Space and Conservation Chapter describes the various recreational, cultural, and natural resources within the Planning Area and establishes policies and programs to be used to protect and maintain these resources.



5.2 GOALS AND POLICIES

GOAL A: TO PROVIDE AND MAINTAIN PARKS SUITED TO THE NEEDS OF RIPON RESIDENTS AND VISITORS.

Policy A1. City park acquisition, dedication and development efforts will be based on a minimum standard of 3 to 5 acres of community and neighborhood park land per 60 to 80 acres residential or 1,000 population. This standard is separate and exclusive of school site acreage within the City limits.

Policy A2. Pursue State and County funding to augment City revenue to the extent such funding is available.

Policy A3. Continue to impose park development fees on all new residential development.

Policy A4. Promote and encourage the preservation of open space areas along the Stanislaus River and maximize its potential for public enjoyment.

Policy A5. The City will explore leasing of U.S. Army Corps of Engineers fee title lands along the Stanislaus River, and other lands which may be

available for public recreational purposes.

GOAL B: TO MAINTAIN A RECREATION PROGRAM SUITED TO THE NEEDS AND INTERESTS OF RIPON RESIDENTS.

Policy B1. Encourage continued use of school facilities for City-sponsored recreation programs.

Policy B2. The City's Recreation Commission will survey community attitudes and preferences for recreational programs.

Policy B3. The City's Recreation Commission will annually update statistics on participation in the various City recreation programs and use of City recreation facilities.

GOAL C: PROTECT ARCHEOLOGICAL SITES

Policy C1. The city will not knowingly approve any public or private project that may adversely affect important archeological sites.

Policy C2. Development proposals that may adversely impact archeological sites will be referred to the California archeological inventory at Stanislaus State University. Archeological site evaluations will be conducted at the expense of development proponents.

Policy C3. The City will require site-specific archeological surveys for sites determined to be highly sensitive for cultural resources and evaluation of potential historical structures. Surveys and evaluations shall be conducted at the expense of development proponents.

Policy C4. The City will advise applicants that, in accordance with State law, if any cultural resources are discovered during project-related construction activities, all work is to stop and the City and a qualified professional are to be consulted to determine the importance and appropriate treatment of the find. If Native American remains are found, the County Coroner and the Native American Heritage Commission, Sacramento (916-653-4082) are to be notified immediately for recommended procedures.

GOAL D: TO REDUCE THE IMPACT OF URBAN DEVELOPMENT ON SURROUNDING AGRICULTURAL AND RIPARIAN HABITAT AS MUCH AS POSSIBLE, CONSISTENT WITH THE POLICIES OF THE GENERAL PLAN.

Policy D1. Discourage premature conversion of agricultural lands to reduce the intrusion of urban development into agricultural areas.

Policy D2. Continue to prohibit urban building within flood plain areas except by special permit.

Policy D3. Projects in the vicinity of the Stanislaus River should be referred to the California Department of Conservation for comment with regard to mineral resources in conjunction with project CEQA reviews.

Policy D4. The City shall require submittal of a Notice of Intent, and a copy of the Storm Water Pollution Prevention Plan filed with the Regional Water Quality Control Board prior to approval of improvement plans for any project greater than five acres.

Policy D5. The City should, in cooperation with state and county agencies, establish a locally-focused groundwater planning and management program pursuant to provisions of AB3030. This program would include, but not necessarily be limited to: the ongoing collection and analysis of well quantity and quality data; the identification of recharge areas within the Planning Area; inter-agency coordination and planning to protect and enhance recharge areas; establishment of a well head protection program to

ensure well and aquifer testing for new city wells; and the installation of monitoring wells, as required.

Policy D6. The City shall review design and operation parameters for storm water detention facilities and make feasible adjustments to these plans which would promote recharge of storm water to the groundwater system, for example siting detention facilities in areas of maximum infiltration capacity; increasing detention time for where necessary storage capacity is not compromised, and adjustment of area/depth ratios to maximize infiltration.

Policy D7. The City shall review the siting and design of proposed terminal storm drainage and explore options for detention of runoff in highly-permeable materials adjacent to the Stanislaus River. These options may be coordinated with potential retirement of the City's sewage treatment facility and future recreational development in this area.

Policy D8. The City shall require verification of compliance of new industrial development and uses with applicable hazardous materials and waste regulations in conjunction with Development Plan Review.

Policy D9. Proposed land uses and structures within or crossing the Stanislaus River channel or floodplain shall be subject to hydrologic and biologic analysis, and conditioned as required, to ensure that existing resources and functions are not significantly affected.

Policy D10. Tentative map application shall be required to identify existing native trees greater than six inches in diameter and to include a plan which maximizes their preservation. The plan should address siting of development to avoid tree removal as well as construction controls needed to avoid damage to remaining trees.

Policy D11. Planning of projects which involve encroachment into the Stanislaus River riparian areas shall be designed to minimize potential habitat losses.

Policy D12. The City of Ripon will participate in the San Joaquin County Habitat Conservation and Open Space Plan.

Policy D13. Project applicants who elect not to participate in the Plan shall be required to prepare biological analyses and provide alternative mitigation sufficient to reduce significant effects to less than significant.

Policy D14. The City shall encourage land owners within the Primary Urban Area to file for non-renewal of Williamson Act contracts if they anticipate development within the planning period.

GOAL E: TO CONSERVE AIR QUALITY WITHIN THE PLANNING AREA.

Policy E1. Coordinate air quality efforts with other local, regional and state agencies.

Policy E2. Identify and implement measures to reduce emissions associated with future development through the California Environmental Quality Act review process.

Policy E3. Emphasize alternatives to motorized transportation.

Policy E4. The Air Quality Attainment Plan prepared by the San Joaquin Valley Unified Air Pollution Control District is incorporated by reference to this Chapter of the General Plan and can be found in Volume III (Technical Appendices) accompanying this document.

GOAL F: TO PROTECT AND PRESERVE HISTORICALLY SIGNIFICANT BUILDINGS, SITES AND STRUCTURES.

Policy F1. Establish regulations that encourage the preservation of important historic resources, including flexible parking and other associated requirements which allow historic structures to remain in use in the future.

GOAL G: PRESERVE THE RIPARIAN AREA ALONG THE STANISLAUS RIVER FOR RECREATIONAL USES.

Policy G1. Prohibit all development within the riparian area along the Stanislaus River, except recreational uses where the City has acquired land or an easement, as long as the uses do not interfere capacity of the river during floods.

Policy G2. Recognize the special resource Ripon has in undeveloped river frontage and draft a plan for public enjoyment and preservation of the natural environment.



5.3 EXISTING RESOURCES

Soils and Agricultural Resources

Agriculture has formed the traditional economic base for communities within the California Central Valley. Agriculture not only supports local economies, but carries regional and statewide economic significance so the conversion of agricultural lands must be considered as development is proposed. Expanding urban growth can have negative effects on surrounding agricultural practices. Among these are use conflicts between agricultural and urban uses and the tendency for urban land speculation to raise property values which in turn impact agricultural operations.

Most of the farmland in the planning area is found outside Ripon's city limits. A variety of crops are grown. Almonds and peaches are the main tree crops, with beans, alfalfa, and corn being the major row crops.

United States Department of Agriculture soil survey of San Joaquin County shows the principal soil types of the Ripon area are in the Delhi, Veritas and Tinnin series. All three of the soil types are suited to irrigated row, field, orchard, and vineyard crops. Most agricultural land in the area is rated by the

California Department of Conservation as either "prime" or "of statewide importance." Prime farmland is the most suitable for a variety of agricultural uses based on soil characteristics, irrigation, and other indicators. Farmland of statewide importance is distinguished from prime farmland because it is less desirable with respect to rooting depth, permeability, salinity or alkalinity or erosion hazard. These classifications do not provide information about actual productivity of the land, which is also affected by availability of irrigation water and the use of agricultural management techniques. Many valuable commodities, for example milk, are produced in areas with poor soils.

The California Land Conservation Act of 1965, as amended, commonly known as the Williamson Act, is a voluntary tax incentive program for preserving agricultural land and open space lands. A ten-year contract is entered into by the county and the property owner. The contract is renewed automatically each year unless it is canceled or one party gives notice of non-renewal. The county places restrictions on the use of the land and is guaranteed that the property will remain in an agricultural or open space use. The property owner is guaranteed that the property will be taxed according to the income it is capable of generating from agriculture and other compatible uses, rather than its full market value. Many parcels in the Ripon planning area are held in the Williamson Act and are not available for annexation until their contracts are canceled by non-renewal or other release.

Runoff from all soils in the planning area is slow and the hazard of water erosion is slight. Soil permeability in the planning area is rapid to moderately rapid, and the hazard of wind erosion is moderate to high (U.S. Department of Agriculture, Soil Conservation Service).

Groundwater Resources

Ground water is a renewable natural resource found beneath the earth's surface in water conducting

geologic formations called aquifers. A ground water basin can be replenished again naturally by either rainfall, snowmelt and surface run off, or it can be replaced artificially through groundwater recharges.

The Stanislaus River, surface water from the mountains, and the hills to the east of the planning area all play a role in recharging the underground aquifers. Underground water levels have not varied greatly over the last twenty years, except under severe drought conditions equalized in subsequent wet years. Currently, ground water levels are between 27 and 35 feet below the ground surface.

Ripon uses deep wells for the community water source. All of the water supplied to city customers meets the minimum public health standards. The city has one well contaminated with pce. The pce is removed by filtration through a carbon filter. Man made chemical contaminants continue to plague valley community water systems. Most can be removed with carbon filtration. Nitrate removal requires a sophisticated system for removal. Usually it is more cost effective to abandon the well and construct a new well and seal the upper aquifers. The city has abandoned a few wells because of nitrate contamination.

River Resources

The Stanislaus River, which forms the boundary between Stanislaus County and San Joaquin County, is a narrow river lined with riparian vegetation. The river is fed by mountain streams whose rate of flow is controlled by several reservoirs further upstream, including New Melones reservoir. Except in unusual rainfall conditions which effect water releases into the San Joaquin River, the flows are kept well below 8,000 cubic feet per second (cfs).



Stanislaus River as it meanders through Mavis Stouffer Park

During emergencies, the New Melones flow rate has been restricted, thus requiring increased flows later and for longer periods. Under these conditions, land within the flood plain may flood. This includes the City industrial sewer ponds and solid waste composting area and some Fox River Paper Company industrial sewer pond areas that lie within the flood plain. City business and residential areas are above the 100-year flood plain.

As part of the New Melones reservoir project, the Corps of Engineers has acquired flood and riparian easements along the river, as well as a few sites for recreation development. In these areas, the extensive vegetation will be protected. The Ripon recreation area is included in this group for public access, but as of 1996, development of this area is not planned.

Vegetation and Wildlife Resources

Vegetation, fish, and wildlife have commercial, recreational, educational and aesthetic values and play critical roles in the food chain. Various species of plants, wildlife, and fish have become extinct due to human influences, coupled with insufficient concern for conservation.

Consequently, the United States Congress passed the Endangered Species Act in 1973. The State enacted

a parallel act, the California Endangered Species Act. These two acts, with the California Environmental Quality Act and National Environmental Policy Act, help to protect the ecosystems that endangered and threatened species need to survive.

Generally, the term endangered refers to a species that is in danger of becoming extinct throughout all or a significant portion of its range. Threatened (Federal and State) or rare (State) species is one that could become endangered in the future.

Surrounding Ripon, the San Joaquin valley floor contains some of the most fertile soils in the nation. Although most agricultural operations are disruptive to native plants and animals, some crops do provide food to wildlife. Along the edges of fields and orchards, dense protective cover for wildlife and food for birds are found where stands of weeds, blackberry brambles and brush are left undisturbed. Game birds, small animals, and rodents are also found in these undisturbed areas.

The Stanislaus River is the location of riparian habitats in the planning area. Riparian vegetation is characterized by Oak, Willow, and Cottonwood along the river banks that are home to some sensitive species. (Table 5.1 lists the sensitive species in the planning area.)

Table 5.1
Ripon Planning Area Sensitive Species
March 1994

Species	Classifications
California Tiger Salamander (Ambystoma Californise)	Federal threatened
Western Spadefoot Toad (Scaphious Hammondi)	State threatened
Swainsons Hawk (Buteo Swainsoni)	State threatened
Western Yellow Billed Cuckoo (Coccyzus Americanus Occidentalialis)	State threatened; Federal candidate
Riparian Woodrat (Neotoma Fucipes Riparia)	State threatened
Delta Button Celery (Erynquim Racejmosum)	State endangered; Federal threatened

Source: California Department of Fish & Game natural diversity data base

Fish need suitable food supplies and cover. The removal of vegetation along watercourses reduces the quality of suitable fish habitat and can cause an increase in water temperature that may lead to fish mortality. Maintaining shoreline and aquatic vegetation provides cover for protection from predators and serves as a food source. Certain characteristics of the stream environment are necessary to ensure survival of fish. A stable flow of water that closely resembles the natural environment is the most critical element. This is not always easily achieved downstream of impoundments. Adequate stream flow is an important consideration for the dam operators. Water depth, force and velocity are characteristics that are closely associated with flow. Each fish species has specific requirements for each of these characteristics. (Table 5.2 shows the estimated flow requirements for salmon runs and spawning grounds on the Stanislaus River.)

Table 5.2
Stanislaus River - estimated flow requirements for salmon runs and spawning grounds

Month	Amount (Cubic feet per second)	Location
January 1 to February 28	150	Goodwin Dam to mouth
March 1 to March 31	700	Ripon to mouth
April 1 to April 30	900	Ripon to mouth
May 1 to May 31	1200	Ripon to mouth
June 1 to June 30	1000	Ripon to mouth
July 1 to September 20	100	Goodwin Dam to mouth
October 1 to December 31	200	Goodwin Dam to mouth

Source: San Joaquin County General Plan, Resources: California Department of Fish & Game

Air Quality

The Ripon planning area lies in the northern portion of the San Joaquin Valley air basin bounded by the coastal mountain ranges on the west and the Sierra Nevada Range on the east. The Carquinez Strait is a sea level gap in the coastal range, found approximately 60 miles northwest of Ripon. The intervening terrain is flat. Prevailing wind direction in the planning area is from the northwest, resulting from breezes through the Carquinez Strait and Altamont Pass. In the winter, winds diminish. Average rainfall for the year in San Joaquin County is approximately 14 inches, while U.S. Weather Bureau records show the average annual temperature is approximately 60 degrees Fahrenheit.

Local government's responsibility for air quality increased significantly with the passage of the California Clean Air Act (1988) and the 1990 amendment to the Federal Clean Air Act. Both pieces of legislation place emphasis on reducing motor vehicle trips and vehicle miles traveled at the local level. San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) is required to include transportation control measures and indirect source programs in its air quality attainment plan. Cities and Counties through their Council of Governments are responsible for most implementation measures. *(The air quality attainment plan prepared by the San Joaquin Valley Unified Air Pollution Control District is adopted by reference into this plan by Goal E of the Open Space and Conservation Goals and Policies.)*

Urban emission sources in the San Joaquin County area plus what is transported from the San Francisco Bay Area are the main sources of two existing air quality problems. Currently, the entire San Joaquin valley has been designated as "non-attainment" by protection Agency (EPA) for both ozone and PM-10.

Ozone, the main component of photochemical smog, is primarily a summer/fall period pollution problem. Federal and State ozone standards have been periodically exceeded in parts of San Joaquin County for many years. The major contributors to regional

ozone problems are motor vehicle emissions and evaporation of various organic compounds (fuels, solvents, etc.). Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions involving other compounds (various organic compounds, nitric oxides, and nitrogen dioxide) which are directly emitted.

Fine particulate matter (PM-10) is particulate matter 10 microns in diameter. Among the many sources for PM-10 is construction activities (i.e., the movement of soil, use of heavy equipment, bulk materials handling, asphalt paving, etc.) which can generate emission associated with development projects. The San Joaquin Valley Unified Air Pollution Control District adopted Regulation VIII (Fugitive Dust Prohibitions) to reduce the amount of PM-10 entrained into the ambient air from man-made sources.

Recently, the state reclassified the San Joaquin Valley urbanized areas, with the exception of the Fresno area, as "attainment" for carbon monoxide (CO) due to the infrequency of CO exceedences. Official federal redesignation is pending.

Carbon monoxide (co) is primarily a winter period pollution problem. Motor vehicle emissions are the dominant source of co in most areas. (As a directly emitted pollutant, transport away from the emission source (such as a roadway) is accompanied by dispersion and reduced pollutant concentrations with increased distance.)

Archeological and Historical Resources

Archaeological sites can yield information about prehistoric activities of man; evidence of earlier historic cultures that once inhabited an area, and sites of cultural, social or economic importance to these past peoples; and sites having spiritual or cultural significance to living Native Americans. The locations of archaeological sites, unlike other types of historical resources, are not to be publicized. Archaeologists recommend that such sites be left untouched until competent professional

research can be done.

A plaque for California Historic Landmark #436, New Hope, is at the Ripon Community Center located at Fourth and Locust Streets. New Hope was the first known agricultural society in the San Joaquin Valley.

No buildings found within the City are on the National Register of Historical Places. Several buildings in the City have historical significance such as the Odd Fellows hall, the first brick building on Main Street, Markham building on Main at Stockton Streets.



IOOF (International Order of Odd Fellows) Hall-East Main Street

Consideration should be given to the adoption of an ordinance for a historic preservation district and the establishment of historic preservation commission.

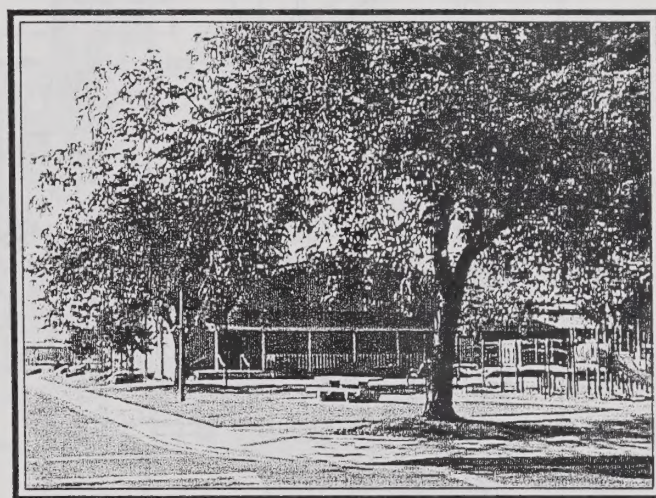
Parks and Recreation Resources

Parks within the City of Ripon are operated and maintained by the City. The City has a Recreation Commission, which is a five-member advisory body appointed by the City Council. The commission presides over the City's recreation programs and makes recommendations for the recreation facilities. City owned parks include Mavis Stouffer Park east of Highway 99 next to the Stanislaus River, the Community Center Park on Fourth Street,

Vermeulen Park on Azalea Street, Harvest Estates Park on Pecan Drive and a small park on Wilma Avenue. (*Exhibit 5.1 shows the location of parks and open space, and Table 5-3 is a summary of parks and recreation facilities in the City.*)

Mavis Stouffer Park is a twenty-acre park found along the Stanislaus River, in which the natural setting has been maintained in its design and development, including river overlooks. The park has play field areas used either as two baseball diamonds or two soccer fields, playground equipment, picnic facilities, and parking areas. The Clarence Smit Museum is also located in the park.

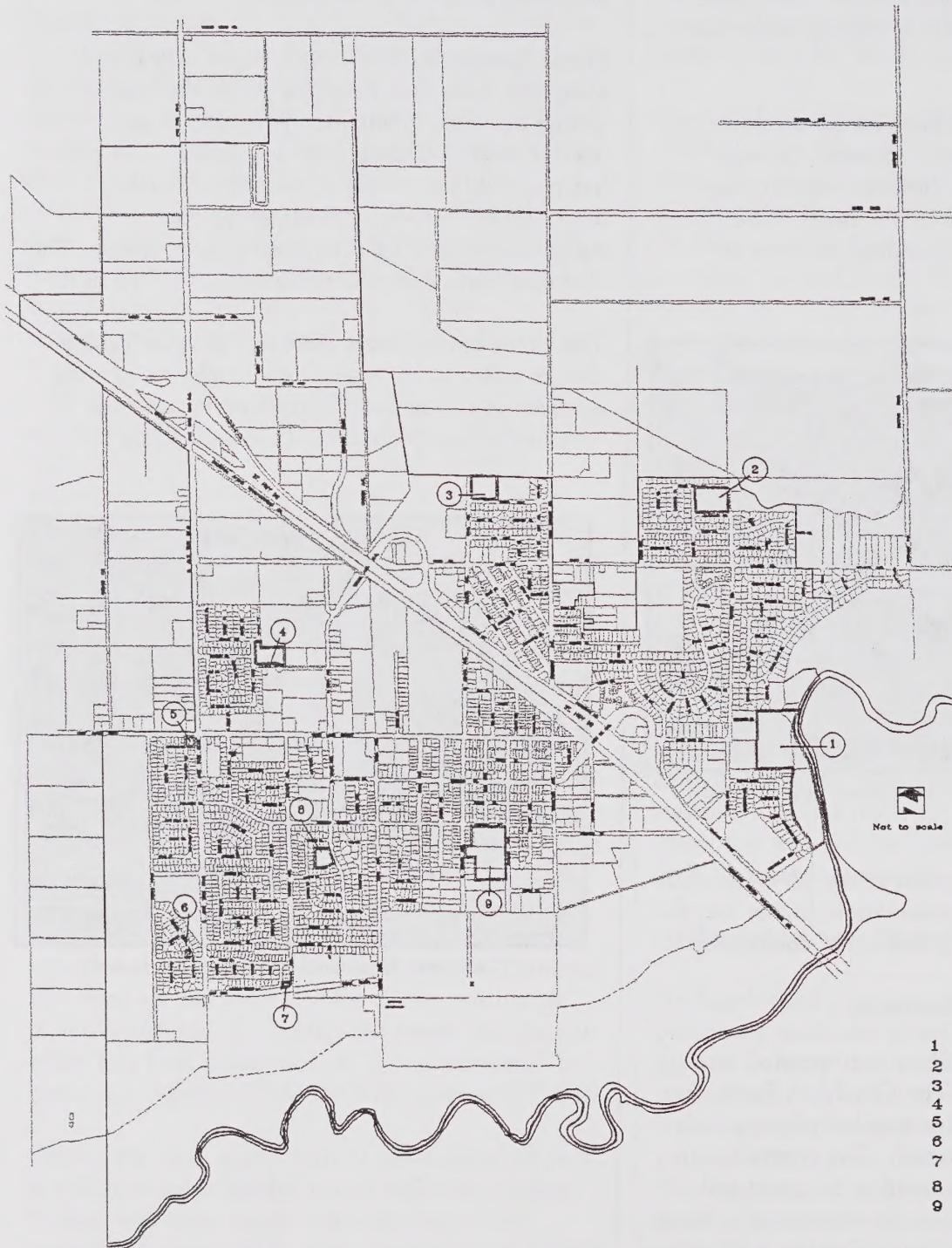
The Community Center Park is a ten-acre facility that provides three baseball diamonds, playground equipment, tennis courts, and parking areas in addition to the Community Center building.



Community Center and Park-Fourth and Locust

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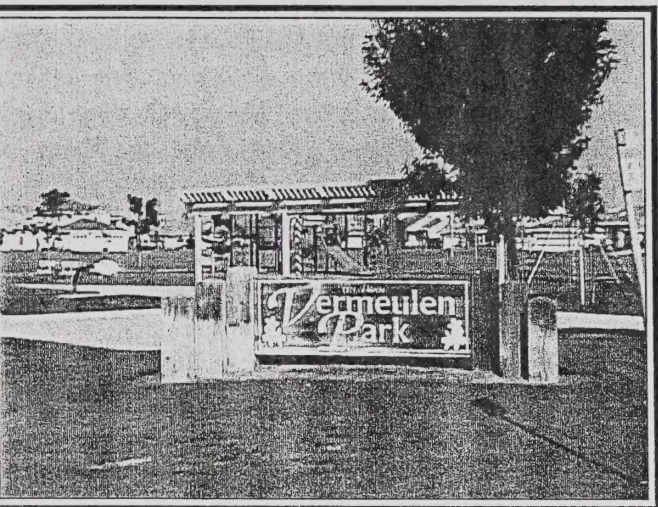
EXHIBIT 5.1 -
EXISTING PARKS



LEGEND

- 1 - Mavis Stouffer
- 2 - Vermeulen
- 3 - Boesch-Kingery
- 4 - Harvest Estates
- 5 - Dutch Meadows
- 6 - Zumstein
- 7 - Country Woods
- 8 - Wilma
- 9 - Community Center

Vermeulen Park is a four-acre facility with athletic fields and playground equipment with a turf play area.



Vermeulen Park on Manley and Vermeulen

Table 5-3
Ripon Parks

Park name	Location	Type	Size	Equipment
Mavis Stouffer	Stouffer Street at the Stanislaus	Community	20 acres	Athletic fields, playground, picnic area, Smit Museum
Veterans Park	Fourth and Locust	Community	10 acres	Community Center building, tennis courts, athletic fields, playground
River Road	River Road extension east of Jack Tone Rd	Community	24 acres	Undeveloped
Vermeulen	Azalea Street	Neighborhood	4 acres	Athletic fields, playground
Wilma	Wilma at Manor	Neighborhood	1.5 acres	Athletic fields, playground
Harvest Estates	Pecan Drive	Neighborhood	3 acres	Basketball and handball courts, playground, tee-ball fields
Boesch-Kingery	North Acacia Ave	Neighborhood	3 acres	Athletic fields, playground
Dutch Meadows	Jack Tone & West Main	Mini-park	1/3 acre	Playground
Zumstein	Bailey & Zumstein	Mini-park	1/4 acre	Playground
Country Estates	Robert Ave. & Doak Blvd.	Mini-park	1/4 acre	Playground

Source: Ripon Planning & Building Department, Ripon City Engineer

Wilma Park is a small facility (1.5 acres) equipped with an athletic field and playground equipment with a turf play area

Harvest Estates Park is a three-acre park that will provide basketball courts, a tee-ball field, handball courts, playground equipment and a turf play area.

Boesch-Kingery Park is a three-acre park with athletic fields and playground equipment.

River Road Park is a twenty-four acre site intended for future development as a park and regional storm drain facility. Anticipated recreational facilities include a four-diamond lighted softball/baseball complex and associated accessory buildings.

Three mini parks (tot lots) in residential areas are equipped with playground equipment.

All the campuses within the Ripon Unified School District are open to the public for recreational use after school hours and have large playgrounds and park facilities. The elementary schools provide playground equipment while the high school provides a swimming pool and gymnasiums that the parks and recreation department uses for various recreational activities.

The U.S. Army Corps of Engineers owns a thirty-acre site along the Stanislaus River immediately east of Highway 99. This site is planned for development as a park and recreation area. It will provide picnic sites, swimming, fishing, and hiking trails to view natural vegetation and wildlife. In addition, the Corps has more than thirty acres of additional easement along the north side of the river. This easement area provides a natural habitat for birds and wildlife and is contained within the flood plain of the river.

Other Recreational Facilities

Other recreational facilities within and around Ripon include: the **Community Center**, a 15,215 sq ft facility with a kitchen, bar area, restroom facilities, two main

halls (6,000 and 4,400 sq ft respectively) and associated storage areas; the **Senior Citizens Center** located at the corner of S. Wilma Avenue and Fourth Street, a 6,880 sq ft facility which includes dining room, craft room, game room, kitchen, bathrooms, lounge area, conference room, and office; **Little League facilities**, three diamonds (one lighted); **Softball Complex** (two lighted diamonds; **three Soccer fields**; **Four-court (lighted) Tennis Facility**; **Four-court Sand Volleyball Facility**; a 3,200 sq ft **community swimming pool** (located on the high school campus) shared with the school district; two gyms on the high school campus, shared with the school district; **Caswell State Park** located approximately 4 miles southwest of Ripon; **Spring Creek Golf Club**, a private development, in the unincorporated area between Spring Creek Drive and the eastern city limits; and **Jack Tone Golf Course**, a joint venture between the City and a private developer, is located on the south side of Oak Boulevard at Jack Tone Road.

5.4. EFFECTS OF FUTURE DEVELOPMENT ON NATURAL RESOURCES

Soils and Agricultural Resources

The primary impact on soils and agriculture of future development within the Planning Area will be the loss of productive farm land. This will primarily be felt in the unincorporated area, since very little land within the existing City limits is devoted to agricultural uses.

Groundwater Resources

Future development within the Planning Area is expected to have only minimal effect on underground aquifers. Natural recharge from the Stanislaus River and the availability of good surface water for irrigation of surrounding agricultural uses reduces the need for groundwater pumping.

It is unknown how the quality of groundwater may change in the future. The City may be forced to abandon an excessive number of its wells as sources of drinking water due to nitrate or organic chemical contamination in excess of health standards. Annexations and additional development may have to be prohibited until an adequate source of good water can be identified and developed. The City has an ongoing program for monitoring the water quality in all of its wells to provide early detection of recognized potential water quality problems.

River Resources

Future development within the planning area is not expected to produce significant adverse impacts on the Stanislaus River. One potential effect is increased storm drainage runoff, since four of the City's storm drain lines flow by gravity into the river.

The City acquired land in the flood plain along the River to restrict development and to enhance recreational opportunities. Some development in this area could be undertaken to provide bicycle, pedestrian, and equestrian paths for greater public use of this resource.

Vegetation and Wildlife Resources

Ripon's policy prohibits building within the Stanislaus River's 100-year flood plain except by special permit; consequently, development within the Planning Area is not expected to have significant effects on existing riparian habitat and vegetation or other areas along the river supporting wildlife.

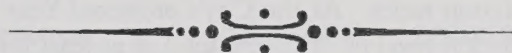
Any construction within the 100-year flood plain of the Stanislaus River would require a Stream Bed Alteration Agreement from the Department of Fish and Game as required by Sections 1601-03 of the Fish and Game Code.

Removal of land from agricultural use could affect the availability of habitat for common animals such as pheasants, quail, and rabbits.

Air Quality

Air quality would unavoidably and adversely be affected to a minor degree by residential, commercial, and industrial development within the Planning Area. The adverse effects would be due to increased emissions generated by automobile travel and stationary source additions resulting from such urban development.

Another important air quality issue locally is that of odors. Odors from poultry farms bordering the urbanized area may prove objectionable at times to residents of developing portions of the Planning Area. Additionally, odors from the City's domestic and industrial sewer ponds need to be recognized in consideration of compatible land uses near these ponds.



5.5 POTENTIAL FOR FUTURE OPEN SPACE AND RECREATION RESOURCES

City Parks and Recreation Facilities

The total City parkland, exclusive of school recreation facilities, provides 65 acres of combined neighborhood and community parks and recreation facilities. This represents approximately 7.2 acres per 1,000 persons within the City limits, at the 1996 population level of 9,099. *(This compares favorably with State and National guidelines for parks and recreational facilities, as shown in Table 5.4, which suggests that between 2.0 and 4.0 acres per 1,000 persons is appropriate. In the past the City has used a rule of thumb of one park per 60 to 80 acres for residential development.)*

Table 5.4
Composite State National Parks
and Recreational Standards

Park Type	Service Radius	Acres per 1,000 Population
Neighborhood	.25 - .50 miles	2.0 - 2.5
Community	1 - 2 miles	2.5 - 4.0
Regional	10 miles	15 - 20

Source: National Recreational Park Society and the State of Calif.

Regional park facilities for the Ripon area are provided by Caswell State Park and the proposed Corps of Engineers park along the Stanislaus River.

Future needs for neighborhood and community park facilities can be estimated using the existing parks to population ratios. At the City's projected Year 2035 population level of 37,000, a total of at least forty-one (41) acres of additional neighborhood/community

parks and recreation facilities will be needed to maintain the existing ratio.

For the purposes of this discussion, a neighborhood park provides playground equipment and turf play areas, but no formal ballfield areas or parking areas. Neighborhood parks are typically expected to be in the range of 2 to 2 ½ acres or less for a mini park. A mini park is typically expected to be similar in nature to a neighborhood park, but involving less land area (primarily at the expense of some turf play area found in neighborhood parks). Community parks are typically expected to be larger - between 2 ½ and 4 acres depending on the types and extent of recreation facilities provided. A community park provides formal ballfield facilities, picnic areas, parking areas, and possibly other amenities besides playground equipment and turf play areas.

(Future Recreation Facilities are shown in Table 5.5)

Table 5.5
Future Recreational Facilities

Facility Type	Quantity	Description	Total Cost	Time Frame
Community Center	2	A 15,000 square foot facility consisting of a main hall with at least four (4) adjoining meeting rooms, central kitchen, bar, restroom facilities, associated storage areas, and a 100 space off-street parking facility.	\$7.5 million	2015/2035
Senior Citizens Center Expansion	1	A 3,500 square foot expansion of the existing 6,880 square foot facility and the off-street parking facility.	\$400,000	2015
Youth Activity Center	1	A 7,500 square foot facility consisting of a 6,500 square foot gym, games and study area, associated storage areas, and a 100 space off-street parking facility.	\$2.0 million	2010
Softball/Baseball Complex	2	Four (4) sighted fields with backstops, bleachers, restrooms, concession center with announcer facilities, associated storage areas, and a 150 space off-street parking facility.	\$2.0 million	2000/2030
Community Pool	1	A 3,200 square foot facility, 25-meter pool, with bleachers, locker rooms and concession center and associated storage areas.	\$1.3 million	2000
Sports Complex	1	A lighted football/soccer stadium with practice fields, and a 300 space off-street parking facility.	\$4.0 million	2020
Skate/Roller Blade Park	2	A 15,000 square foot concrete facility.	\$500,000	1999/2015
Stanislaus River Bike Trail System	n/a	Approximately one (1) mile of biking and hiking trails extending from Stouffer to the southerly extension of Ruess Road along with restrooms facilities.	\$300,000	2015
TOTAL			\$18.0 mil.	

Open Space/Recreation Opportunities along the Stanislaus River

Since City policy prohibits building within the Stanislaus River flood plain area except by special permit, a unique opportunity exists to use some of these areas for open space and recreation. For example, from Stouffer Park the flood plain area follows the river's north side to Highway 99 and possibly westward.

Cooperation between the City, the Corps of Engineers,

and affected property owners and developers will be necessary to use the potential of this area that might otherwise be an untapped recreational and open space asset. These policies should be actively pursued.

In 1996, the City opened discussion with the Fox River Paper Company to purchase 65 acres of property, an oak grove, and acquire an easement for public access to the Corps of Engineers park site next to State Route 99 and the Stanislaus River.





Chapter Six: Housing

VOLUME I - CHAPTER SIX

HOUSING



6.1 INTRODUCTION

The Housing Chapter is intended to guide residential development and preservation in a way that supports the overall economic and social values of the community. The residential character of a city is largely dependent on the type and quality of its residential neighborhoods and the dwelling units within them. This chapter on housing is an official response to a continuing awareness of the need to provide housing for all economic segments of the community. It establishes goals, policies, and programs about the development of housing, and adopts a program of actions to be undertaken toward this end. In addition, the discussion identifies and analyzes housing needs and resources and constraints to meeting these needs, including the City's share of the county wide housing needs for all income levels.

Housing is a basic human necessity, and historically low income families have always had some difficulty in adequately meeting that need. Housing costs have risen over the past several years faster than the incomes of Ripon residents. As a result, most low income families find themselves in the position of paying a larger share of their income for housing. Many moderate income families also find it more difficult to afford adequate housing. The provision of housing has become a critical and multifaceted problem requiring complex solutions that will need to be undertaken jointly by all levels of government and the private sector.

Housing Program

The Housing Chapter, according to State Code, must include a statement of community goals, quantified objectives and policies concerning the maintenance, improvement, and development of

housing, and include a program to implement these policies, and achieve these goals and objectives. The program should contain goals the community can realistically achieve, and should: 1) identify adequate sites that will be made available to ease and encourage the development of a variety of types of housing for all income levels; 2) help in the development of adequate housing to meet the needs of low and moderate income households; 3) address, and where appropriate and legally possible, remove government constraints in the maintenance, improvement, and development of housing; 4) conserve and improve the condition of the existing affordable housing stock; and 5) promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, or color.

Special Housing Needs

An assessment of any special housing needs is required such as those of the disabled, elderly, large families, farm workers, and families with female heads of households.

Overcrowding

An analysis and assessment of overcrowding in the City is required to be included in a housing discussion.

Housing Condition

Documentation of the number of substandard units in the community is required, including the number suitable for rehabilitation and the number in need of replacement. If possible, the number suitable for rehabilitation should be further broken down into owner and renter occupied units for program targeting.

Housing Needs Analysis

State Government Code requires that localities document and analyze population employment trends, quantify population trends, and quantify existing and future needs including the locality's share of the region's housing needs.

Share of the Regional Housing Needs

Localities must quantify existing and future housing needs for all income levels. These needs are to include the locality's share of regional housing needs. Ripon's share of the regional need is determined by the San Joaquin Council of Governments.

Land Inventory

A housing discussion must contain an inventory of land suitable for residential development including vacant sites and sites having potential for development. The discussion must also include an analysis of the relationship between zoning and public facilities, and services to these sites.

Constraints

State Government Code requires an analysis of the potential and actual government constraints to the maintenance, improvement, and development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction. The purpose of the constraints analysis is to identify governmental and non-governmental factors unique to the community that inhibit development, maintenance, or improvement of housing. Once identified, decision makers can take steps to reduce or eliminate the constraints through the implementation of programs and actions.

Citizen Participation

This Housing Chapter was prepared as part of Ripon's General Plan Update. As part of the planning process, an extensive citizen participation program was conducted. The program consisted of

several public workshops that focused on the identification of community goals, issues, and concerns. A City wide effort was made to recruit volunteers to participate in the preparation and review of the entire Plan.

Citizen Advisory and Technical Advisory Committees were appointed by the Ripon City Council to make recommendations for the General Plan update. These committees met through the fall of 1994, and reported their recommendations to the City Council on January 3, 1995. The Citizens Advisory Committee consisted of members representing various interest groups in the community such as the Chamber of Commerce, Ripon Unified School District, Ripon Consolidated Fire District, the Ministerial Association, and agriculture. A copy of the Draft Housing Chapter was referred to Carole Ornelas of ACLC for review and comment.

General Plan Consistency

California Government Code requires that General Plans contain an integrated, internally consistent set of policies. To ensure internal consistency is maintained, a review of all of the sections of the Plan was conducted as part of the public workshops. Housing is linked to the goals, policies, and actions of Land Use and Circulation to ensure each section supports the implementation of the entire Plan. Assumptions used in the Plan use existing and projected population, employment, and dwelling unit figures generated from both City land use data and Census data.

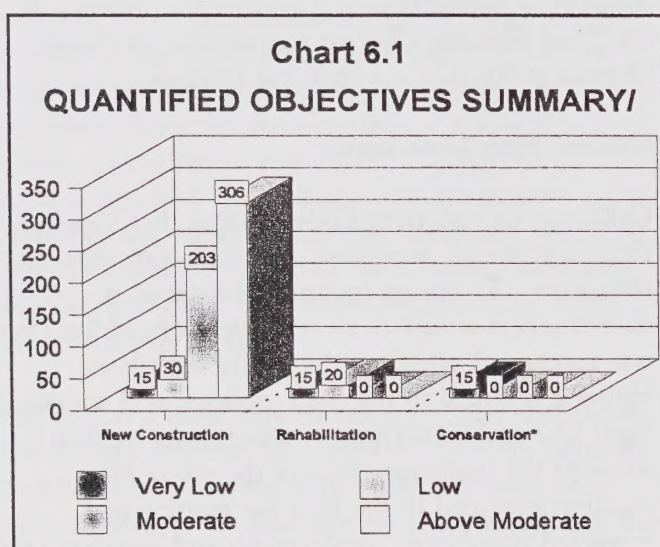
The Housing Programs

This Section contains the City's statement of goals, policies, programs, and quantified objectives for housing. *(Chart 6.1 summarizes the City's quantified objectives contained in this Chapter which were established based on existing and projected fiscal and political realities rather than unrealistic and unattainable expectations for meeting the City's affordable housing demand.)*

The proposed actions contained in this Section reflect

the City's philosophy that its primary role will be one of encouraging the housing developers. Where feasible and necessary, the City, and San Joaquin County Community Development Department, will take direct action to seek funding for housing activities. More often than not, the City will use its ability to soften the impact of regulation on housing cost and production as its primary tool to achieve its objectives.

Program achievement will be monitored by the City in the Annual Report. Programs and housing production will be part of a yearly review by the Planning Commission and City Council.



*There are no rental units at risk of conversion

Ripon has approximately 178 acres of vacant land designated for residential development, with four of those acres designated for multifamily construction. In spite of not having more vacant land specifically designated for multifamily development, the City has taken actions to provide opportunities for the construction of affordable housing. An Affordable Housing Committee has been formed (that includes members from the City Council, Planning Commission and City Staff) to monitor progress of the programs and to help project proponents in identifying possible funding sources and potential

project sites. Renter and owner occupied residential rehabilitation programs have been implemented throughout the community using Community Development Block Grant and Redevelopment funds.

6.2 GOALS AND POLICIES

GOAL A: IDENTIFY ADEQUATE SITES THAT WILL BE MADE AVAILABLE TO HELP AND ENCOURAGE THE DEVELOPMENT OF A VARIETY OF TYPES OF HOUSING FOR ALL INCOME LEVELS.

Policy A1. Provide an adequate supply of land at various densities to meet the housing demand of all income segments of the community.

Proposed Action A1a. Annexing Land. Property Owners have contacted the City regarding annexation of lands designated for low density residential development in the northeast part of the City. The City will contact property owners of vacant land within the City's Sphere of Influence, that it determines is appropriate for R1-U and R-3 zoning to meet very low and low income housing demand. Interest and readiness to annex and to develop will be determined by the City. As part of the annexation process starting in January 1999, the City will include in development agreements a requirement that each development participate in the City's affordable housing program.

Timeframe. Current and ongoing

Program Responsibility. Community Development Department

Quantified Objectives. To maintain an inventory of land available in the City to provide for the development of sufficient housing for all income groups. To rezone or annex sufficient land to accommodate 110 dwelling units for very low income households and 70 dwelling units for low income households at densities of 13 to 16 units per acre, to

annex sufficient land to accommodate 105 dwelling units for moderate income households. The City anticipates and it would need rezone or annex 11 acres at an average density of 16 to accommodate 180 very low and low income households.

Proposed Action A1b. Encouragement of Varying Lot Size and Cost to Increase the Opportunity for Low Cost Housing. The City will encourage developers of new single-family residential subdivisions to design lots of varying sizes and costs along with a corresponding variance in home costs to assist in the opportunity for low cost housing.

Timeframe. Study to be conducted between January 1999 and July 1999. Report to be submitted to the City Council in October 1999. The City Council to consider the report and adopt such actions that it believes appropriate.

Program Responsibility. Planning Commission and Community Development Department

Quantified Objective. The City expects to identify sites on corner lots in the older areas of the City that are zoned R1-UC that can be appropriately developed for duplexes and triplexes for low income families. The City will encourage developers to disperse modest single family residences, townhouses and/or duplexes in their projects for moderate income and low income households.

Policy A2. Evaluate the potential for meeting some of the City's housing needs through infill development of underused sites.

Proposed Action A2a. Locating Sites Within the City of Infill Development or Re-Use of Under Used Parcels. The City will conduct a study, September 1999-December 1999, of vacant and under used sites within the present City Limits to determine the feasibility for development for residential uses. The City will then act to zone suitable sites for residential densities of 13 to 22 units per acre for lower income households and five to seven units

per acre for moderate income households.

Proposed Action A2b. Consider Rezoning Land for Residential Use. The City will determine if there are any parcels more than one acre not committed to an approved development that would be suitable for rezoning to residential to accommodate moderate or low income housing.

Timeframe. City Staff and Planning Commission will evaluate vacant properties between January and July 1999. Forward a report to the City Council by October of 1999.

Program Responsibility. Community Development Department

Quantified Objective. City Staff will survey the City for any potential sites and prepare a report for the Planning Commission and City Council.

GOAL B: ASSIST IN THE DEVELOPMENT OF ADEQUATE HOUSING TO MEET THE NEEDS OF LOW AND MODERATE INCOME HOUSEHOLDS.

Policy B1. Encourage development of housing for senior citizens and low and moderate income persons.

Proposed Action B1a. Senior and Low Income Housing. Housing developers will be helped in finding sites and designing projects that will attract and accommodate senior and low income households. The City will contact nonprofit housing developers with a record of activity in the area to determine their interest in developing in Ripon. A meeting will be held with these developers to identify the housing program types that appear feasible such as self help housing and rental housing construction.

Timeframe. Ongoing

Program Responsibility. Community Development Department

Quantified Objective. The Community Development

Department will maintain a vacant land inventory and other data for developers interested in constructing housing in Ripon. City Staff will help property owners and developers in obtaining funding for 20 senior and 25 low income units. These would likely be rental units.

Proposed Action B1b.GAP Program. The Ripon Redevelopment Agency will continue to fund the GAP and CASA Programs to help first time buyers with their down payment.

Timeframe: Ongoing

Program Responsibility. Community Development Department and San Joaquin County Community Development Department.

Quantified Objective. Redevelopment Agency and other designated funds will be administered by the County Neighborhood Preservation Division for the GAP financing program. At least \$50,000 of Redevelopment Agency funds will be used each year to help first time low income and first time moderate income buyers to make down payments on housing units.

Policy B2. Support and encourage continued funding of the GAP and CASA Programs to assist first time home buyers.

Proposed Action B2b. Density Bonus. Ripon's Development Code permits 25% increase in the allowed density range based on the projects design and ability to meet housing needs of low income households.

Timeframe. Ongoing

Program Responsibility. Community Development Department

Quantified Objective. City Staff will encourage developers to design projects that include low income housing which will enable higher densities.

As projects are submitted, the City will identify specific segments of the project that will improve from an increase in density to benefit low income and moderate households.

Policy B3. Density bonuses will be encouraged and granted to developers who include low income housing units in their projects.

Proposed Action B3b. Alternate Funding. The City will pursue alternate funding for affordable housing proposals identified by housing developers. The City cannot identify specific programs, and the frequency with which it will request funds, until project proposals have been defined by housing developers.

Timeframe. Funding cycles vary with each program, but the City will attempt to define at least two affordable housing proposals for which it can seek funding between 1997 and 2003.

Program Responsibility. Ripon and San Joaquin County Community Development Departments.

Quantified Objective. City and County Staffs will review and evaluate housing funding programs to help housing developers to obtain funding for 20 low income and 25 senior units.

Policy B4. Pursue local, state and federal funding for rehabilitation of existing housing stock, and to provide new housing opportunities.

GOAL C: ADDRESS, AND WHERE APPROPRIATE AND LEGALLY POSSIBLE, REMOVE GOVERNMENTAL CONSTRAINTS IN THE MAINTENANCE, IMPROVEMENT, AND DEVELOPMENT OF HOUSING.

Policy C1. Reduce, where possible, the number of nonresidential uses permitted in the medium and high density residential zoning districts.

Proposed Action C1a. Evaluation of Uses. A review of the multiple family residential districts should be conducted of the uses that are not residential or

related to residential uses.

Timeframe. Study to be conducted January through July 1999.

Program Responsibility. Community Development Department and Planning Commission.

Quantified Objective. City Staff will evaluate the nonresidential uses in the zones and prepare a report for the Planning Commission and City Council consideration after the completion of the study. Changes will be included in the proposed Development Regulations.

Proposed Action C1b. Secondary Residential Units. The City will compare the standards in the secondary residential units provisions with the State Government Code to determine if any changes are needed.

Timeframe. A review will be conducted and a report prepared between May and August 1997.

Program Responsibility. Community Development Department and Planning Commission.

Quantified Objective. City Staff will evaluate the standards and report to the Planning Commission and City Council during the consideration of the Development Regulations.

Proposed Action C2b. Identifying Zones that are Appropriate for Homeless Shelters. Although the City has not identified a need for homeless or transitional housing facility, the City will list the use in the proposed Development Code as allowed in appropriate zoning categories in the event the need for such a use arises.

Timeframe. City Staff will propose the zoning text change as part of the Proposed Development Code.

Program Responsibility. Community Development Department

Quantified Objective. Not applicable

Policy C2. Consider the revision of the zoning standards for secondary residential units.

Policy C3. Designate an appropriate zone or zones for emergency shelters and transitional housing for homeless persons.

GOAL D: CONSERVE AND IMPROVE THE CONDITION OF EXISTING AFFORDABLE HOUSING STOCK.

Policy D1. Continue to allocate in the Community Development Block Grant (CBDG), H.O.M.E., and Redevelopment Agency funds to the City's rehabilitation program.

Proposed Actions D1a. Rehabilitation. San Joaquin County through its Community Development Department will continue to administer the housing rehabilitation program for the City of Ripon.

Timeframe. Submit funding requests annually from 1997 to 2003.

Program Responsibility. Community Development Department and San Joaquin County Neighborhood Preservation Division.

Quantified Objective. Rehabilitate annually at least 2 dwellings occupied by very low and low income households.

Proposed Action D1b. Infrastructure Improvement. The City will continue to use Redevelopment Agency financing to improve streets, sidewalks, curb, gutters, and the water distribution and sewage collection systems.

Timeframe. Ongoing

Program Responsibility. Department of Public Works

Quantified Objective. To improve the City's infrastructure to encourage the use of vacant and

underused parcels for low income housing in the City's older areas.

Policy D2. Continue to allocate Redevelopment Agency funds to improve water and sewer systems, storm drainage systems, and streets.

Proposed Action D2b. Preserve Single Family Areas. The City will maintain single family zoning in predominately single family neighborhoods and areas to preserve the current single family use.

Timeframe. Ongoing

Program Responsibility. City Staff, Planning Commission, City Council

Quantified Objective. Not applicable

Policy D3. Preserve single family neighborhoods through appropriate zoning.

Proposed Action D3b. Energy Conservation. The City will enforce energy standards required by the Building Code, promote proper solar orientation and encourage tree planting.

Timeframe. Ongoing

Program Responsibility. Planning and Building Department

Quantified Objective. Not applicable

Policy D4. The City will continue to enforce required energy standards.

GOAL E: PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS REGARDLESS OF RACE, RELIGION, SEX, MARTIAL STATUS, ANCESTRY, OR COLOR.

Policy E1. Provide information on state and federal fair housing laws.

Proposed Actions E1a. Fair Housing Information. The

City will provide fair housing information to interested citizens. All requests for fair treatment on housing will be referred to the San Joaquin Fair Housing, Inc.

Timeframe. Ongoing

Program Responsibility. City Staff and San Joaquin Fair Housing, Inc.

Quantified Objective. Not applicable

Proposed Action E1b. Americans with Disabilities Act. The City will ensure multifamily housing meets state and federal requirements for disabled access.

Timeframe. Ongoing

Program Responsibility. Building Official

Quantified Objective. Depends on number of multifamily units subject to accessibility requirements.

Policy E2. Implement the requirements of the Americans with Disabilities Act (ADA).

Proposed Action E2b. Rental Assistance. The City will encourage the use of HUD Section 8 funds for providing rental assistance to very low income households.

Timeframe. Ongoing

Program Responsibility. Community Development Department and San Joaquin County Housing Authority.

Quantified Objective The City will cooperate with the San Joaquin County Housing Authority to increase the number of Very Low Income Households helped by this program.

Policy E3. Provide rental assistance to very low income households.

6.3 HOUSING NEEDS IN THE CITY OF RIPON

The City of Ripon’s affordable housing challenge is to meet the housing needs of its current and future residents by providing a range of purchase and rental units that are affordable to all income groups. This section provides a summary of the housing needs in Ripon by identifying: *existing and projected housing needs; analyzing population and housing trends; and addressing special needs within the Ripon area.*

Based on 1990 Census data, current sales and rental prices, and the definition of affordability, the following housing assistance needs have been identified for each group:

- *Low and Very Low Income Households* who are not home owners probably cannot qualify for home ownership without some form of a deep subsidy, unless their incomes rise significantly.

Rental subsidies may be needed for some units to remain affordable to very low income households.

- *Moderate Income Households* are expected to afford rental units without financial assistance, however, they may require some assistance in purchasing a home.
- *Above Moderate Income Households* are considered financially able to find affordable units for purchase or rent within the Ripon housing market without any special efforts by the City.

Housing Stock

In 1960, Ripon had 632 dwelling units, and the 1990 Census showed Ripon had 2,653 dwelling units. As of January 1, 1995, according to the California Department of Finance, Ripon had a total of 2,988 dwelling units. These figures show that approximately 79% of the housing units in Ripon are less than 40 years old. (See Table 6.1.)

Table 6.1 HOUSING STOCK					
Year	Total	Single Family	2 - 4 Units	5+ Units	Mobilehomes
1960	632	608	0	24	0
1970	874	806	0	68	0
1980	1,306	1,136	61	109	0
Detached - Attached					
1990	2,653	2,138 - 111	170	32	3
1995	2,988	2,407 - 109	170	299	3

Source: Ripon Housing Element (1988); 1990 Census; 1995 State Department of Finance Estimate.

Income Distribution

San Joaquin County Regional Fair Share Housing Plan (1990-1997) estimated the 1990 household income by group allocations. Distribution of income among Ripon's population showed 20.22% for very low income; 13.90% for low income; 23.91% as moderate income and 41.96% above moderate. The "median income," in 1990, used for measuring the income level for Ripon was \$30,635. A very low income household, in 1990, would have been a household earning no more than \$15,318 while a low income household earned no more than \$24,508, and a moderate income household earned no more than \$36,762.

The California Department of Housing and Community Development (HCD) defines household income groups, and the United States Department of Housing and Urban Development (HUD) calculates income compared with the area median for these groups.

HUD DEFINES HOUSEHOLD INCOME LEVELS AS FOLLOWS:

VERY LOW - 0-50% of Median Income

LOW - 50-80% of Median Income

MODERATE - 80-120% of Median Income

ABOVE MODERATE - More than 120% of Median Income

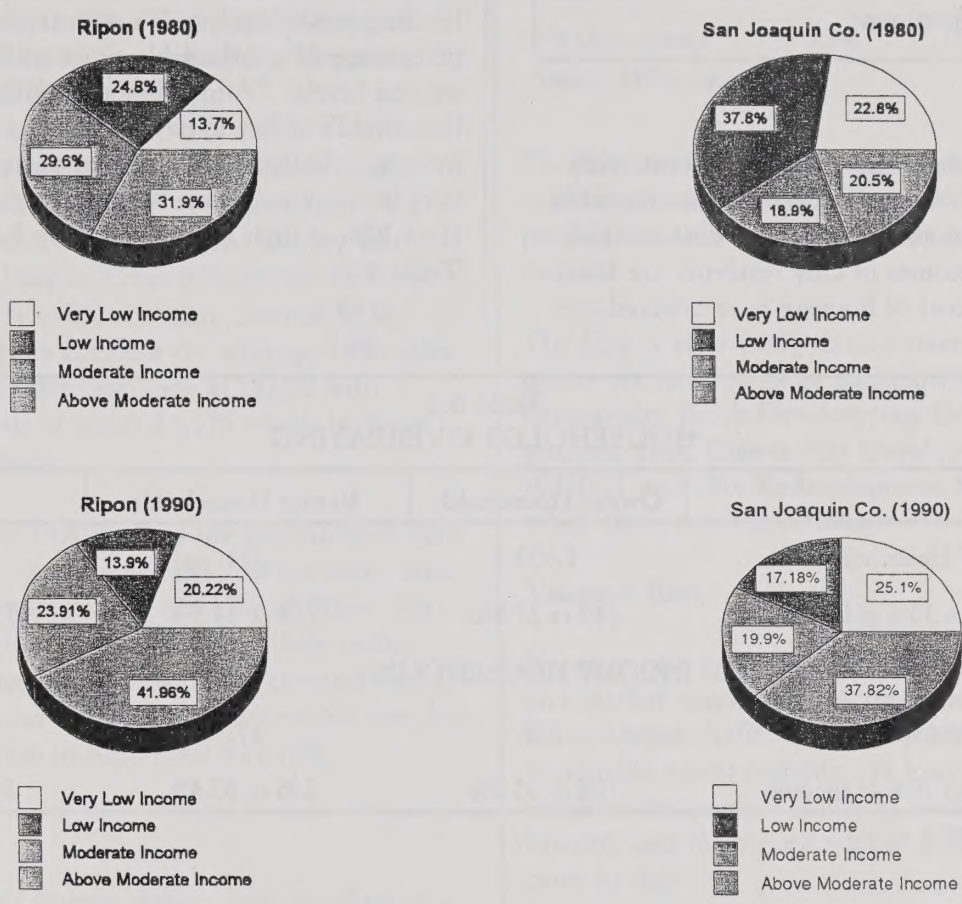
Housing affordability refers to the financial ability of a household to rent or buy a housing unit. Government agencies, lenders, and landlords generally consider a household eligible to rent or buy if monthly payments do not exceed 30% of the total household income. Given this guideline, the monthly rent or mortgage rate a household can afford is easily calculated, although ownership costs will vary with interest rates, down payments, and the type of financing instrument.

Poverty Level

As indicated by the 1990 Census, of the 7,443 persons, 346 (4.6%) were below the poverty level. In 1980 Ripon households below the poverty level were approximately 6.1% of the total population. The income characteristics of Ripon have likely been affected by development trends in the last fifteen years. About 59% of the dwelling units in Ripon have been constructed since 1980. Residents in these homes are likely to have higher incomes, on average, than other residents of the community. (Chart 6.2 compares the income category in Ripon and San Joaquin County.)

Chart 6.2
PERCENTAGE OF HOUSEHOLDS BY INCOME CATEGORY
City of Ripon and San Joaquin County

Median Income Ripon 1980: \$20,719/1990: \$35,579 - Median Income San Joaquin Co. 1980: \$19,120/1990: \$30,635



Source: Ripon Housing Element (1988), 1990 Census

Housing Condition

Ripon's Building Official conducted a windshield housing survey in September 1997, and estimated approximately 310 residential structures or 12.2% of the City's total housing units to be in a deteriorated condition. About 245 of those structures may be in

need of significant repairs or should be replaced.

Residential units that currently exhibit structural decline are in Ripon's older neighborhoods built before World War II. The cost of lots in developing areas makes repairing and rehabilitating homes in the City's older areas attractive, economically for

lower income families.

Rehabilitation and replacement of older homes is an ongoing effort encouraged by the City. Ripon, annually, allots Community Block Grant and Redevelopment Funds for its Rehabilitation Program administered by the San Joaquin County Community Development Department.

Housing Costs

Housing has become a less affordable commodity. Median price of housing in Ripon is low compared with the Bay Area and other higher cost areas of California, but incomes of City residents are lower. Increases in the cost of housing have affected the

ability of City residents to afford housing within their means, particularly those who want to own a home.

Generally, the standard for determining housing affordability used by HUD and lending institutions is that housing costs should not exceed 25% of gross household income. When computing the City's housing needs, analysis is necessary to find the percentage of unaffordable units within the various income levels. "Affordability" is defined as a household's ability to pay for housing based on income. According to current accepted standards, very low or low income households that pay more than 30% of their monthly income for housing. (See Table 6.2)

Table 6.2
HOUSEHOLDS OVERPAYING

Households	Owner Households	Renter Households	Total
Total Specified* Household	1,633	771	2,404
Paying more than 30% of Income	449 or 27.5%	289 or 37.5%	738 or 30.7%
LOWER INCOME HOUSEHOLDS			
Household Income less than 23,970	300	372	672
Paying more than 30% of Income	106 or 35.3%	236 or 63.4%	342 or 50.9%

Source: 1990 Census

The data is an estimate based on census tables and does not represent a complete count of all households. This is the only available data that measures housing costs as a percent of income. The table uses households with incomes equal to or less than \$23,970 per year (80 percent of County median family income by household size) as a cut off for lower income households. This was the targeted income for small cities Community Development Block Grant (CDBG) program.

The 1990 Census showed that the median house value in Ripon was \$140,900. By comparison, the median house value in San Joaquin County was \$120,500. San Joaquin County homeowners were paying median monthly mortgage costs of \$836. Ripon area Realtors estimate the average 1996 sales price in Ripon as approximately \$128,000 with monthly payments of about \$1,175 which includes taxes and insurance.

According to the 1990 Census the median gross rent in San Joaquin County was \$489. At the same time the median contract rent in the City of Ripon was \$416. The contract rate does not include utility costs that average about 25% of the contract rent. Using 1990 Census data, median income for very low income households in Ripon was \$17,789.

Overcrowding

The U.S. Census Bureau defines overcrowding as a dwelling unit that houses more than one person per room and extreme overcrowding is defined as more than 1.5 persons per room. Overcrowding should also be evaluated in terms of other factors such as cultural expectations, size of rooms, availability of common open areas, as well as age and relationship of persons in the units. (Table 6.3 uses 1990 Census figures to outline overcrowding in the City.)

Overcrowding is not a problem in owner occupied households, but more than one in ten rentals is overcrowded. Approximately 6% of Ripon's housing units are over-crowded or severely overcrowded.

Table 6.3
OVERCROWDED HOUSEHOLDS

Household Type	Owner	Renter	Total
Total	1,683	783	2,466
Overcrowded	59	90	149
% Overcrowded	3.5%	11.5%	6.0%

Source: 1990 Census

To alleviate overcrowding in rental units, the City could use incentives to encourage developers to provide some three and four bedroom units in their project.

The City is attempting to ease overcrowding in owner occupied units by participating in the Community Block Development Grant rehabilitation program using Community Development Block Grant (CDBG) and City Redevelopment funds to rehabilitate existing housing.

Vacancy Rate

Vacancy rate is an indicator of housing availability and market conditions. A five percent vacancy rate is considered the minimum required to allow reasonable rental mobility. A lower vacancy rate will decrease the renter's ability to find appropriate housing and the strong market pressure will allow rates to rise.

Ripon's vacancy rate, according to the 1990 Census, was 4.1% for-rent and for-sale units. Vacancy status for rental housing units was 24 (1%) and "for-sale" units was 55 (2.2%) with an overall vacancy rate of 4.1%. The California Department of Finance Population and Housing Estimates shows Ripon averaging a 4% to 5% vacancy rate since 1990.

Population Growth

Future housing needs are partially created by forces outside the City. There has been, and will likely continue to be, a movement of people from the

greater San Francisco Bay Area.

Most jobs are still being created along the Interstate 580 and Interstate 680 corridors of the Livermore Valley. This is likely to create a search for economical housing. Future housing needs generated by these employment opportunities will be largely determined by what takes place in the communities surrounding that area. Economics, political interests, ability to provide infrastructure, water, schools, and way of life will all play a part.

It is likely, however, that the San Joaquin Valley will continue to experience steady demand for housing because of that employment growth.

The estimated number of households assumes an average new household size of 3.0 persons. Over the next forty (40) years, the community's annual growth projections will be 4% and the population will grow from 9,400 and 3,133 households in 1996, to 37,106 persons and 12,115 households in 2035. *(The San Joaquin County Council of Governments (COG) and The City of Ripon projections of population and households are summarized in Chart 6.3.)*

Regional Housing Needs Allocation

State Government Code requires the San Joaquin County Council of Governments, and other councils of Governments, to set existing and projected regional housing needs, both for their respective regions and for local jurisdictions within their respective region. Regional housing plans have been developed since 1981.

COGs are required to consider the following factors when determining local shares or projected housing need: the market demand for housing; employment opportunities; availability of suitable sites and public facilities; commuting patterns and public transportation facilities; the loss of units in assisted housing developments that changed to non-low-income use through mortgage prepayments; subsidy contract expirations or end of use restrictions; type

and tenure of housing; and the housing needs of farm workers. The purpose of the regional housing needs plan is to help plan for future residential growth so that residents of all income levels will have access to housing, both within the region and by jurisdictions. Distribution of regional housing needs must promote efficient commuting patterns, and the provision of housing close to employment opportunities or public transportation facilities. COGs are also directed to seek to reduce the concentration of lower income households in cities or counties that already have disproportionately high proportions of lower-income households.

Providing adequate housing sites is vital to satisfying the housing need of all portions of the community. Ripon must provide adequate sites for the construction of 450 units from 1990 through 1997, as concluded by the San Joaquin County Council of Governments in its Regional Fair Share Housing Plan. Provision of adequate sites is a key function of the Land Use and Zoning Regulations.

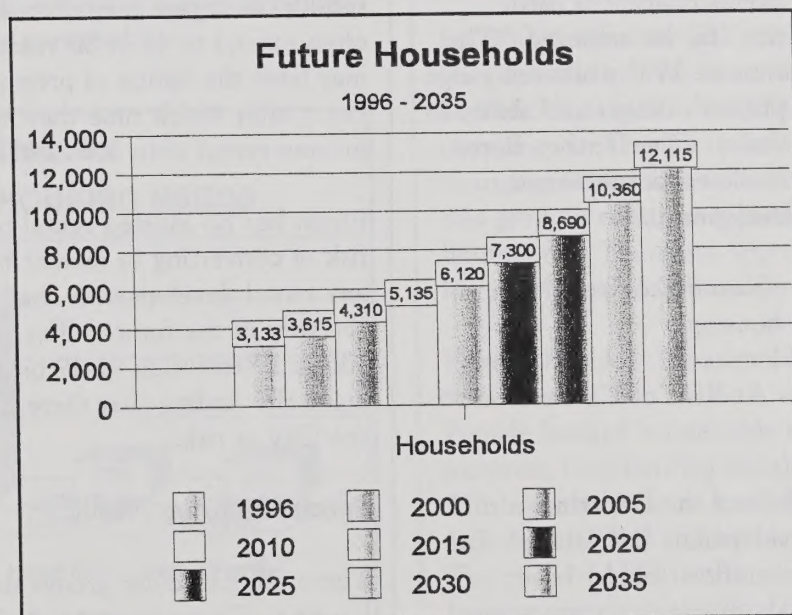
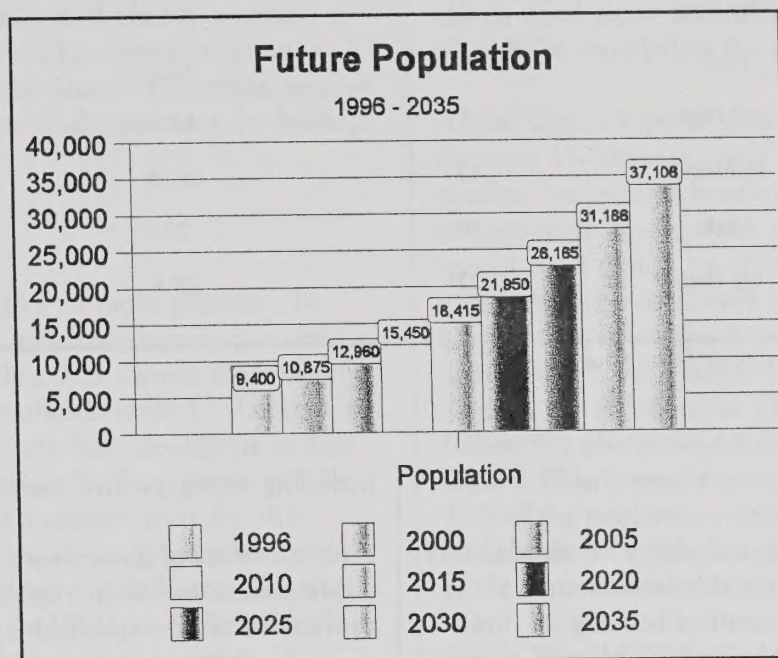
The Land Use Chapter of the General Plan and the Zoning Ordinance provide the planning and regulatory framework for the future development of adequate housing sites. A variety of residential development is possible in the City, ranging in density up to 22 units per acre excluding density bonuses. Six residential land use designations are provided by the Land Use Plan. *(Table 6.4 shows the breakdown of future housing units by household income group.)*

Table 6.4
REGIONAL FAIR SHARE HOUSING PLAN
City of Ripon 1990 - 1997

INCOME	ALLOCATED UNITS
Very Low	102
Low	69
Moderate	99
Above Moderate	180

Source: San Joaquin County Council of Governments

Chart 6.3
FUTURE POPULATION & HOUSEHOLDS
The City of Ripon - 1996-2035



Source: Ripon Planning & Building Department

Table 6-5
RESIDENTIAL DENSITIES/DESIGNATIONS
CITY OF RIPON 1995

SYMBOL	DESIGNATION	DENSITY	DENSITY BONUS 25%	AVERAGE DENSITY
VLD	Very Low	2	2.5	2.25
LD	Low	5	6.25	5.63
HD	Low-High	7	8.75	8
MD	Medium	13	16.25	14.5
VHD	High	16	20	18
R-HD22	Very High	22	27.5	25

Source: Ripon Planning & Building Department

Density Bonus

Ripon's Zoning Ordinance includes a housing density bonus section that regulates concessions and incentives for the development of housing for low income and very low income individuals and senior citizens. If the Density Bonus concept is used, greater residential densities may be achieved. The Ordinance allows 25% increase in the allowed range of density based on the project's design and ability to meet certain housing criteria. *(The Density Bonus, summarized in Table 6.5, allows for additional intensity in residential development.)*

Density is considered a necessary component in providing for affordable housing.

Assisted Housing Units At-Risk of Conversion to Market Rate Housing

Over the last thirty (30) years the Department of Housing and Urban Development (HUD) and the Federal Housing Administration (FHA) have administered many subsidy programs to encourage the development of multi-family housing for low and moderate income households and for elderly and disabled persons. These subsidies took many forms,

including mortgage and rental subsidies.

Private owners of government assisted rental housing developments are often eligible to end rent restrictions once a specified contract period has expired. Government issued contracts including subsidy, mortgage prepayment, or rent restrictions often extend to 40 or 50 years; however, borrowers may have the option of prepaying their loans after 20 years, after which time they may convert their low income rental units to market rates.

Ripon has no assisted rental housing units that are at risk of converting to market housing, nor are there any rental developments that might fall into this category in the future. The Ripon City Council adopted Resolution 92-19 on May 5, 1992 which made the finding that there is no assisted housing in the City at risk.

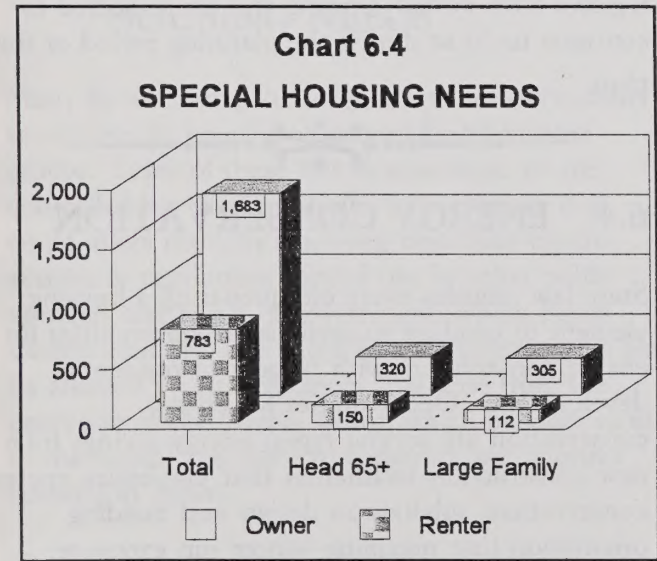
Special Housing Needs

There are particular groups that need special housing. These groups include large families, seniors, disabled persons, migrant and seasonal workers, female-headed households, and homeless people.

Large families need larger units with more bedrooms and baths, while senior households may need smaller units. Disabled persons may need specially constructed units. Female-headed households often need low cost housing and may include both large-family and elderly persons. Migrant and seasonal workers need housing accessibly to agricultural areas. Homeless persons need emergency shelter and assistance in finding permanent housing.

Large Family

A large family means five or more persons. In 1990, 417 households had five or more persons. Out of these households, 305 owned their own homes, while 112 households rented. Large families with low-incomes had trouble in finding units that they could afford. Developers will be encouraged to provide housing units for this segment by incentives such as density bonuses, grants, and loans. (Chart 6.4 indicates the total number of households in 1990, and identifies the number of large family owner and renter households. A total of 18% were owner occupied while 14% were renter occupied.)



Source: Ripon Planning & Building Department

Elderly

In 1990, person age 65 and over was approximately 9% of Ripon's population. That's down from the 15% in 1980. A total of 232 (Female 201 and Male 31) elderly lived alone according to the 1990 Census and 40 or 8.5% were below the poverty level.

As the City of Ripon's elderly population grows over the next 15-20 years, there will be a demand for smaller, low-income housing. The City will continue to encourage development of housing for these special need groups by offering development incentives such as density bonuses, grants, and loans. On June 13, 1995, the Ripon Planning Commission approved a 32-unit senior residential complex on 2.08 acres in the R-3 Zone at 733 North Acacia Street. (Chart 6.4 also summarizes elderly households in Ripon. Elderly owner occupied households make-up 19% of the total owner occupied households in Ripon and elderly renter occupied households consist of 19% of the renter households.)

Single-Headed Households

In 1980, there were 127 one-parent households. By comparison, in 1990, there were 315 one-parent households, which is a 150% increase over the ten-year period. This increase is consistent with the changing lifestyles, but makes affordable housing for this group a continuing problem because of income limitations. There are approximately 39 one-parent households per 1,000 residents in Ripon.

Female-Headed Households

Female headed households tend to earn low incomes, thus limiting housing availability. In 1990, 225 households were headed by females in Ripon and 165 of those had children less than 18 years of age. The poverty level in this group was 13.6 %. Providing housing opportunities for female headed households relates both to affordability and child care services.

Farm Worker Households

In 1990, there were approximately 116 Ripon residents employed in farming. Employment in farming does not necessarily mean the status of the person is always that of the migrant or a seasonal worker; it is likely that some residents engaged in farming, do so on a large scale and employ others, or are permanent residents with continuing employment on nearby farms.

Homeless

The housing needs of those seeking emergency shelter or transitional shelter has increased dramatically in recent years. The fastest growing population of those in need of shelter is families with children. Factors contributing to the rise of homeless population include the lack of affordable housing, increase in the number of persons who fall below the poverty level, reductions in public subsidies to the poor, and removing the mentally ill from institutions.

The City of Ripon had no homeless people as of 1990. Primarily, because of the City's proximity to Stockton and Modesto, both of which have significant concentrations of homeless residents, homelessness has not historically been a serious concern in Ripon. Most of the homeless in the area go to Stockton or Modesto because of the availability of sources of assistance, both public and private, and because of the abundance of low cost housing, particularly in downtown residential hotels. Ripon has very few opportunities for such assistance and housing. Therefore, it has few residents without homes, particularly compared with its more urban neighbors.

In addition, to the publicly subsidized programs, some private organizations, including several local churches, have programs to help homeless persons. The primary provider of such services for Ripon residents is Love Thy Neighbor, a private corporation in Manteca that, while it has no housing facilities, arranges and provides financial assistance for homeless people in search of places to stay. It also provides a wide range of associated

services for both individuals and families in need, including a food kitchen.

Service providers estimate that in 1995 only about one person or household per month sought assistance in Ripon during the winter months and less during the summer. These estimates are similar to those by the San Joaquin Community Development Department, which provides outreach services and referrals to appropriate agencies.

Disabled (Handicapped)

Physical disabilities can hinder access to housing units of normal design as well as limit the ability to earn an adequate income. Housing opportunities for the disabled can be maximized through housing assistance programs. Single level units, ground floor units, and units that incorporate design features such as widened doorways, access ramps, and lower

Migrant Workers

Public projects in outlying parts of San Joaquin County, and low cost apartments and lodging in the City of Stockton largely satisfy the need for the region's farm worker housing and are expected to continue to do so during the planning period of this plan.



6.4 ENERGY CONSERVATION

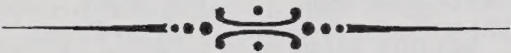
State law requires every city preparing a housing element to conduct an analysis of opportunities for energy conservation with respect to residential development. Opportunities for energy conservation are several types: energy savings from new construction techniques that emphasize energy conservation; subdivision design and building orientation that maximize winter sun exposure; helping homeowners in weatherizing their homes; and other efforts by the City at promoting and encouraging conservation.

The City will continue to enforce energy standards required by the Building Code that define construction standards that promote energy conservation such as insulation, air leakage, vapor barriers, space conditioning, water heating plumbing system measures and lighting.

The City, through its subdivision ordinance and development standards, will promote energy efficiency through approvals that include proper solar orientation and landscape design standards that encourage tree planting.

San Joaquin County Department of Aging Energy Assistance has a program for weatherization for elderly and low income homes throughout the County. Energy assistance is also included in rehabilitation projects administered by San Joaquin County Neighborhood Preservation in the City.

Pacific Gas and Electric (P.G. & E) offers weatherization programs that provide conservation measures at low or no cost to the homeowner.



6.5 CONSTRAINTS TO MEETING HOUSING NEEDS

Many factors can potentially affect the City's ability to achieve its housing objectives for all income groups. Some of these factors arise from, or are controlled by, the City itself. Other factors that could affect the City's housing objectives involve actions or regulations carried out by other public agencies and levels of government, which Ripon cannot control. The City's housing program can also be affected by circumstances that arise from the operation of the private sector, which provides most of the capital and labor to construct and improve housing in Ripon.

THIS SECTION FOCUSES ON TWO TYPES OF CONSTRAINTS:

1. *Governmental constraints relating to zoning, code enforcement, subdivision and development standards, fees and exactions, infrastructure capacity, and the City's development permit process; and*
2. *Non-governmental constraints arising from the interplay of capital and financing costs, the cost of land and construction, and other factors affecting the private sector's ability to meet housing demand and need between Ripon's current and future residents.*

Governmental Constraints

Land use controls are intended to improve the overall quality of housing, but they may serve as a constraint to housing development. Examples of those land use controls are zoning, subdivision improvement standards, development and permit fees, and infrastructure standards.

Growth Accommodation

Ripon has a growth accommodation policy that sets the average residential growth rate at 3% to 6% during the planning horizon for General Plan 2035. Percentage rates for any single year could go higher although the City policy would be to maintain growth at 3% to 6% through the planning period. Enough land will be annexed by the City to provide for the projected growth rate.

Development during the 1980's alerted the City to the problems of rapid growth. City services were not able to keep up with the growth. A policy was adopted in the 1988 General Plan to annex sufficient land to provide for a projected residential growth rate in the range of 3% to 6% per year.

A system to control building permit numbers by the use of development agreements was begun. Development agreements for each large subdivision include a provision to limit the maximum number of building permits to be issued to each developer. The number of building permits is calculated using 6% as the base. Permits to individuals, small projects, and

low-income housing developments are not included in this policy.

Ripon will continue this growth accommodation policy, setting the average residential growth rate at 3% to 6% during the planning horizon for General Plan 2035. Percentage rates for any single year could go higher, although, the City policy would be to maintain growth at 3% to 6% through the planning period. The City will maintain a three (3) to five (5) year supply of vacant residential land.

Ripon's share of the regional housing need can be fulfilled within this policy by providing adequate housing sites to satisfy the demands of all income levels of the community. Each new project is required in the development agreement to include its share of low-income housing.

Growth within the Primary Urban Area is anticipated to be at a rate of 4.5% per year with a build out population estimated to be around 26,000 persons, resulting in a total community population a little over 37,000.

Residential Land Use Categories

Residential land use categories, as shown in *Table 6.6*, in Ripon are cumulative, rather than exclusive. This means that, overall, all residential land uses allowed in lower density residential categories are also allowed in the higher density residential categories. In addition, the High Density residential category permits certain other uses with an approved use permit.

See the discussion of zoning standards whether these factors create potential constraints to meeting Ripon's housing needs.

Zoning Standards

Ripon's zoning standards are being revised to correspond to the proposed General Plan categories.

<u>Zone</u>	<u>General Plan Land Use</u>
R1-E (One Family-Estate)	Very Low Density
R1/R1-A/R1-C (One Family)	Low Density
R1-UC/R1-U (One Family-Urban)	High Low Density
R3 (Limited Multiple Family)	Medium Density
R4 (Multiple Family)	High Density
R4-U (Multiple Family-Urban)	Very High Density

Table 6.6
GENERAL PLAN RESIDENTIAL DENSITY CATEGORIES

Category	Density	Standards
Very Low	2	Single Family with limited agriculture
Low	3.5 to 5	Single Family with limited agriculture
High Low	7	Single Family with limited agriculture
Medium Density	13	Multi family
High Density	16	Multi family with limited institutional uses
Very High Density	22	Multi family with limited institutional uses

Source: Ripon Planning & Building Department

Zoning Analysis

Development standards contained in the Development Code are in harmony with the intended uses and densities for the General Plan designations. Residence Zone (R1-E) for the Very Low Density designation has been adopted by the City so the General Plan Densities can be realized.

Single-family residences are permitted in higher density R-3 and R-4 zones. This could present a problem in finding sites for lower income housing if sites zoned R-3 and R-4 are developed for single family residences rather than apartments. Densities of 10 to 22 units per gross acre are allowed with Site Plan approval by the Planning Commission. These densities appear adequate to satisfy affordable housing developments.

Nonresidential uses such as private clubs, lodges, and nurseries that are not related to or incidental to residential uses are permitted in the R-4 zone. The R-4 zone is the City's multifamily zone with a density high enough to make it feasible to develop low income multifamily housing. Present zoning

regulations permit land zoned for high density use to be used instead for nonresidential purposes.

One possible solution is to amend the Development Code to make development of single family detached and nonresidential uses in the R-3 and R-4 zones be conditional uses. Approval could be subject to the City finding that the site on which a development is proposed in one of those two zones is not needed to meet the City's affordable housing needs. Another possible solution is to increase the amount of land zoned R-3 and R-4 so that it exceeds the estimated need during the planning period. Land uses other than multifamily housing could be accommodated without negatively affecting the City's ability to meet its lower income housing needs. Another way to add to the affordable housing stock would be to permit small lots and infill lots in older neighborhoods to develop with reduced setbacks.

There is limited land in the City designated on the Land Use Element diagram of the General Plan or zoned for multifamily use. Residential uses are permitted in the C-2, C-3, and MU (Mixed Use) zones with an approved use permit subject to certain

findings and meeting the development standards of the zones.

The minimum 6,000 square foot lot size does constrain some affordable housing development, but the lot size can be reduced by using a density bonus or a planned unit development. (Refer to Table 6.7 for a summary of the residential zoning standards.)

Secondary Residential Units

Secondary residential units are permitted on residentially zoned lots that already contain one or more legally created dwellings. A secondary

residential unit is a separate unit containing sleeping quarters, kitchen and a bathroom. An existing residential unit may be remodeled to add separate kitchen and bathroom facilities that are not shared in common.

Although secondary residential units are permitted, provisions such as the requirement that occupants of the unit be related to the property owner, and that the units must be attached to the dwelling makes it difficult for this housing alternative to be approved except in limited cases.

Table 6-7
SUMMARY OF RESIDENTIAL ZONING STANDARDS

Zone	Lot Size (sqft)	DU (gross ac.)	Height	Parking	Width	Permitted Other Uses
R-1	6,500 av. 6,000 int. 7,000 cor.	5	35 ft	2 covered	60 ft 70 ft cor.	2 family at corner, Home Occupations, Limited Agriculture
R1-A	8,000 av. 7,500 int. 8,500 cor.	4	35 ft	2 covered	70 ft 80 ft cor.	2 family at corner, Home Occupations, Limited Agriculture
R1-E	21,000 av	2	35 ft	2 covered	100 ft	Home Occupations, Limited Agriculture
R1-C	6,000 av. 5,000 int. 7,000 cor.	7	35 ft	1 covered	50 ft 60 ft cor.	2 family at corner, Home Occupations
R1-U /R1-UC	5,000 int. 6,000 cor.	6	35 ft	2 covered	50 ft	2 family at corner, Home Occupations
R-3	3,500 per du	13	35 ft	1.5 spaces per du with 1 covered	70 ft	Limited Multifamily, Private schools. With use permit: Medical Offices, Rest Homes
R-4	2,400 per du	16	50 ft	2 spaces	50 ft	Multifamily, nonresidential uses
R4-U	2,400 per du	22	50 ft	1.5 spaces per du with 1 covered	50 ft per building	Multifamily, nonresidential uses

Source: Ripon Planning & Building Department

Planned Unit Development

Planned Unit Developments (PUD) are designed to provide a maximum environmental choice for the residents of the City by encouraging flexibility and creativity of design, greater diversity of building types, and open space arrangements in keeping with the general intent of the Zoning Code, and consistent with the intent and purpose of the General Plan. Design flexibility includes zero lot line, cluster, attached and similar nontypical residential designs that may entail modifications of lot area and width, yard height, lot coverage or open space requirements.

A PUD is permitted in any zone for any of the uses permitted in that zone. Subject to City Council review, the Planning Commission is authorized to examine, approve, approve with conditions, or deny any planned unit development proposal. PUD's do not impose standards that constrain the development of affordable housing.

Vacant Land Inventory

An inventory of vacant land is maintained by the Community Development Department. All sites listed on the inventory can be readily connected to the City water and sewer systems by the extension of lines. *(Table 6.8 shows the potential number of units that could be developed on this vacant land if all of the parcels are developed under the existing zoning.)*

There are approximately 178 acres on which 839 dwelling units could be constructed within the City. Landowners of approximately 318 acres were discussing possible annexation during the fall of 1996. In addition the Land Use Diagram shows territory outside the 1996 City boundaries designated High Density on proposed Canal Street and Medium Density near Stockton Street and Colony Road.

Two hundred ninety-nine (299) building permits were issued from 1990 to 1995 for new residential construction in Ripon. A simple average is 50 permits per year. Using this average Ripon has

vacant land in the City to meet its residential demand for approximately 16 years. *(Table 6.8 shows most of vacant sites in the City are zoned for single family residential development.)*

It is unlikely that many of these sites could be available to meet low income housing needs unless property owners proposed, and the City approved changes in zoning to allow some multi-family units. Some dwelling units affordable to low income households are expected to become available through development of duplexes on corners. Another method of providing some low income housing would be to encourage developers to take advantage of the density bonus provisions in the Zoning Ordinance and disperse some low income dwellings in their residential projects.

The GAP and CASA Programs, provide (Redevelopment Agency) funds to help first-time home buyers. San Joaquin County Community Development Department, GAP project administrator for the City, targets very low and low income households, and moderate income households that don't qualify for CASA, for the loans intended to fill the "gap" between what the house costs and what the household can afford.

The Heritage Homes subdivision being developed by ACLC, a non-profit affordable housing group was approved by the Ripon City Council in December 1994. It consists of 14 lots for the development of single-family homes as a self-help project financed by Farmers Home Administration. Fifteen residential units for low income Ripon families will be made available by this project.

Manufactured Housing and Mobile Homes

Manufactured housing means a factory built dwelling unit designed specifically for placement on a permanent foundation. Manufactured housing is permitted as a single family residence in the residential zones, the agricultural reserve zone and in a Planned Unit Development, when those units comply with City ordinances under the same

conditions as new construction. Manufactured housing is encouraged as a method of providing

affordable housing.

Table 6.8
1996 VACANT LAND INVENTORY

Location	Estimated Size Acres	Estimated Zoning	Units Within the City	Annexation Estimated Units
North Manley	5	R-1	25	
N. Jack Tone & Canal	13	R-1	65	
Idaho	3	R-1	15	
W. Main & Ruess	78	R-1	312	
Wilma & Second	1	R-3	16	
Palm	10	R-1	50	
Robert & Fourth	2	R-1	10	
N. Acacia	8	R-1	34	
E. Main & N. Manley	6	R-1	24	
Milgeo & Stockton	20	R-1	101	
Acacia & Milgeo	3	R-3	42	
N. Wilma	26	R-1	130	
N. Manley	3	R-1	15	
Total within City	178		839	
Milgeo North of Stockton	40	R-1		200
Milgeo South of Stockton	15	R-1		75
Milgeo East City Limits	8.5	R-1		43
Total potential annexation	63.5			318

Source: Ripon Community Development Department

Small Lot and Zero Lot Line Developments

Ripon's Zoning Ordinance permits affordable housing exceptions when they are included in a development agreement. Single family units can be constructed on interior lots and two family units can be constructed on corner lots. Lots may be reduced to 3,500 square feet if the dwelling is one story in height. Zero lot lines are permitted when two single family units are constructed next to each other.

Subdivision Improvement and Development Standards

Ripon's Subdivision Ordinance carries out the requirements of the State Subdivision Map Act. The Ordinance does not, by itself, impose any unreasonable or extraordinary standards for development, but merely implements the requirements of state law.

Ripon's development standards for new residential development is meant to ensure compatibility between land uses and to maintain the livability and safety of its neighborhoods. Development standards include parking standards, building setback requirements, landscaping and fencing for multi-family housing, and construction for certain on site improvements such as curbs, gutters, and sidewalks.

These standards are not a constraint to the development of housing because they are considered minimum standards designed to protect the public health, ensure compatibility between adjacent land use, and to maintain and enhance the livability of Ripon's neighborhoods.

Building Codes and Enforcement

Building permits are issued for new construction and rehabilitation only after demonstrated compliance with Building Code standards and adopted codes. In order to simplify conservation of existing housing stock in case of rehabilitated buildings, only those portions of the building that are being reconstructed

are required to be brought into conformity with current standards. The remainders of those structures are only required to be brought into conformity with minimum building code regulations. This makes it easier to rehabilitate and conserve housing stock, and to encourage rehabilitation without imposing unreasonable restrictions.

Development Permit Process and Approval

The permit process in Ripon conforms to the State Planning Law. Permits are reviewed by Staff, and if required, by the Planning Commission and City Council.

Preapplication conferences between a developer and City Staff are encouraged to identify and solve any issues or problems and to identify conditions of approval. Preapplication conferences reduce public hearing time because issues may be resolved and conditions of approval have been established.

Under current procedures the time required to process a general plan amendment, rezoning, or a tentative subdivision map takes approximately 18 to 20 weeks for the review and public hearing process to be completed. Use permits and tentative parcel maps take less time, 9 to 12 weeks, because only Planning Commission approval is required. When a project requires multiple applications, the applications are processed concurrently to expedite the approval process. *(Table 6.9 shows the approximate processing time in weeks for planning procedures and permits in the City.)*

Improvement of the development permit process will continue to be a primary aim of the City.

Development and Permit Fees

Homebuilders in the Ripon area have not shown that development fees charged by the City are unreasonable or significantly affect their ability to produce housing. City fees represent 8 to 9 percent of the total cost of a new dwelling unit in Ripon.

(Table 6.9 summarizes Ripon's development fees as of September 1998.)

Construction fees are based on International Conference of Building Officials standards. A capital improvement fee of 2.2% of the project evaluation is charged when a building permit is issued. Park fees of \$2,165 per dwelling unit are also charged at the time the permit is issued. School fees

established by state law are paid directly to the School District before issuance of a building permit. Fire fees are paid directly to the Fire District before issuance of building permits.

A Public Facilities Finance Plan (PFFP) prepared to implement the General Plan provides an approach by which all public facilities required by the Plan can be funded.

Table 6.9
PERMIT PROCESSING AND FEES

Application	Approx. Processing Time in Weeks	Fees in Dollars
General Plan Amendment	18-20	1,886
Specific Plan	18-20	Determined by City Engineer with a \$629 minimum
Specific Plan amendment	18-20	1,886
Rezoning	18-20	1,004
Planned Development	9-12	691
Use Permit	9-12	944
Variance	9-12	818
Site Review Staff	2-4	286
Site Review Planning Commission	9-12	441
Tentative Subdivision Map	18-20	2,513
Tentative Parcel Map	9-12	1,509
Merger	9-12	566
Environmental Impact Report	18-20	Cost + 2,752
Environmental Assessment/Initial Study	3-4	82 + Mitigation Monitoring
Annexation	20-26	1,886 + LAFCO & State fees
Appeals (Staff & Planning Comm. decisions)	4-8	286

Source: Ripon Planning and Building Department

Infrastructure

Ripon provides public facilities and services for existing development. Developers are responsible for connection to the existing system and construction of the infrastructure within their development. The following sections discuss and summarize the infrastructure within the Planning Area. A more detailed discussion of public facilities and services is included in the Land Use Element.

Water Service

Ripon has its own water system that provides water to all residents and businesses within the City. Several industries and schools have wells on their own property for irrigation and industrial use. Ripon's system consists of seven wells and one 550,000 gallon storage tank. The City is in process of expanding the system to meet the present and future demand of the community. Expansion will consist of additional wells and above ground storage capacity to ensure an adequate supply of potable water. In 1996, the City completed a four-phase project to replace or upgrade all outdated water lines. Ripon's present water system is in excellent condition and receives the highest fire rating.

Currently the seven (7) wells can pump approximately 4,500 gallons of water per minute which will serve about 3,500 connections. Now there are about 2,800 connections on the system. The pumping capacity will increase to 9,500 gallons per minute in late 1997 or 1998. With the increased capacity the water system could probably serve a population of approximately 15,000 persons which is the City's projected population for 2010.

Sewage Disposal System

Ripon provides domestic sewage disposal for all residents, businesses, and schools within the city. Industrial sewage is also provided for all users except Fox River Paper that has its own facility. A combination of ponding, aeration and land irrigation

for industrial waters are methods employed for sewage disposal. Approximately eighty (80) acres in the flood plain of the Stanislaus River has been isolated from the river by levees and separated into two-acre and five-acre ponds. An additional eighteen acre pond, not protected by levees, is used for industrial water disposal.

In 1996, the sewage disposal system had a 1.0 million gallons per day capacity of which 800,000 gallons are being used leaving an excess capacity of 200,000 gallons. Using those figures one person contributes about eighty-eight (88) gallons per day so the present system can accommodate a population of approximately 13,000.

Plans are currently being designed to expand the Wastewater Treatment facility to provide 2.0 million gallons-a-day capacity.

User fees, sewer district taxes, and annexation hookup fees help offset costs for operation and expansion of sewer facilities.

Storm Drainage System

Ripon has four (4) systems to dispose of storm water run off. Storm water from the older part of the City in the industrial area west of State Route 99 flows into the industrial sewage lines. Another portion is pumped out into South San Joaquin Irrigation District lines and canals. The largest portion of the storm drainage flows by gravity through four (4) mains into the Stanislaus River. A regional detention pond is included in the North Pointe project north of State Route 99 and Jack Tone Road.

Solid Waste Disposal

Solid waste is collected from residences and schools by City staff using City owned equipment. After it is collected, solid waste is transported to San Joaquin County's Lovelace Transfer Station. Solid waste from commercial and industrial users is collected by private operators.

Schools

Schools for Ripon residents are provided by the Ripon Unified School District (public schools), Ripon Christian Schools (private), Yosemite Junior College District, and the San Joaquin Community College District.

Non-Governmental Constraints

The extent to which residential construction occurs within a community is largely determined by the local, state and national economic climate. Factors such as market conditions, interest rates, financing terms, and land cost may impose non- governmental constraints to production of new housing.

Cost of Construction

The cost of construction is primarily dependent on the cost of labor and materials. Construction costs in Ripon are comparable to costs throughout the Central Valley. Non union labor is typically used for residential construction and there are no unusual costs with obtaining materials.

Construction costs in Ripon run approximately \$85 a square foot. The source of this figure was a review of Building Permit fees. Ripon uses the International Conference of Building Officials good standard for a basis of building permit fees.

Cost of land is influenced by the cost of the raw land, the cost of holding the land during the development process, and the cost of providing services to meet City standards for development. The cost of raw land is influenced by variables such as scarcity, location, availability of public utilities, zoning, general plan designation, and unique features like trees, water frontage, and adjoining uses. A finished lot with all improvements in place currently (summer 1996) has a cost of approximately \$60,000. In 1992, the San Joaquin County Community Development Department's Housing Element stated that the price of raw land in the Ripon area was \$67,500 to \$160,000 an acre.

Cost of Capital

There are two kinds of capital used in providing housing: capital used by developers for initial site preparation; and, construction and capital used by the home buyer. The availability and price of both types affect the cost of housing.

Financing for developers is currently (summer 1996) readily available but it is costly. Costs usually run two to four percent over the prime interest rate. Mortgage rates fluctuate weekly and are now running about eight percent for a fixed 30-year loan. Variable mortgage loans are also common on the market and those rates vary with lenders and terms.



6.6 HOUSING REVIEW: PROGRESS REPORT

State Law requires each City to review its Housing Element to examine and evaluate the goals, policies, and programs. Ripon, with limited staff and financial resources, has carried out some new programs since the last Housing Element was adopted. The programs are administered by the San Joaquin County Community Development Department; funds and Staff time are contributed by the City and Redevelopment Agency.

The City of Ripon adopted a Housing Element in 1988, and this is an evaluation of the 1988 goals and programs:

- *The evaluation of the City's previously adopted Housing Element addresses these three issues: the effectiveness of the previous element through actual results of goals, policies and objectives;*
- *The progress implementation -- what was planned versus what actually was adopted; and*

- *Appropriateness of the goals, policies and objectives incorporating what was learned from the previous Housing Element into the goals, policies and programs of the current Element.*

Ripon, in adopting its Housing Element in 1988, set realistic goals and policies. The program statements were set out clearly and with time lines that could be easily addressed in a review. (Table 6.10 summarizes the City's accomplishments under the programs adopted in the 1988 Housing Element.)

6.7 RESOURCES AVAILABLE TO RIPON TO MEET HOUSING NEEDS

There are several resources available to the City that can provide financial and technical assistance in the development, financing, and rehabilitation of housing for low and moderate income households. The following is a brief description of the resources available to the City that help very low and low income families.

The Community Development Block Grant Program, the H.O.M.E. program, the owner occupied and rental housing rehabilitation program, and the GAP Program are administered by the San Joaquin County Community Development Department for the City of Ripon and CASA Program administered by Northbay Ecumenical Homes for the City.

Density Bonus Program

The purpose of a density bonus, according to the Government Code of California, is to provide for and regulate concessions of incentives for the development of housing which would be made available to low income persons, very low income persons, and senior citizens through density bonuses or other incentives of equal financial value.

The Housing Density Bonus section of Ripon's Development Code entitles a developer to a twenty-five percent density bonus over the housing unit density allowed on the site by existing zoning and General Plan designation when a developer agrees to construct a housing development with one or more of the following types of affordable housing:

- *Twenty percent (20%) of the units for low income persons,*
- *Ten percent (10%) of the units for very low income persons,*
- *Fifty percent (50%) of the units for senior citizens.*

If the developer has shown economic necessity, the City will grant an additional incentive. The additional incentive may be a reduction in site development standards, modification of Zoning Code requirements, or reduction of design requirements that exceed minimum building standards.

Ripon Redevelopment Agency

The Redevelopment Agency of The City of Ripon is the tax collecting body. Part of these funds is then used to rehabilitate and provide housing for persons with very low, low, and moderate incomes. These funds are used with CBDG and H.O.M.E. monies.

Table 6.10
SUMMARY OF PROGRAMS FROM THE 1998 HOUSING ELEMENTS AND RESULTS

Program Statement	Program Responsibility	Time Frame	Actual Results
A 33-unit seniors project	Private	1988	Approved 1995; Construction pending; Ongoing
City assist zoning sites for new residential units	Private Sector/City	Ongoing	Ongoing
Redevelopment Agency to provide low interest loans	Planning Director	1988-92	\$300,000 provided and San Joaquin Co. Administering
City to continue CDBG Grant	Planning Director	Ongoing	\$20,000 allocated by City annually
City to explore other funding sources	Planning Dept.	Ongoing	\$78,000 City funds allocated to a senior project
City to enforce building codes	Building & Fire Depts	Ongoing	Ongoing code enforcement
City support preservation Historical buildings	City Staff	Ongoing	No active group effort to date
City utilize funding sources to help low income citizens	Planning Dept.	Ongoing	\$700,000 RDA funds to Rehabilitation
City to support programs for homeless residents	City Staff	Ongoing	Ongoing
City continue to work with owners to abate hazardous buildings	Building Dept.	Ongoing	Ongoing
City support HUD Section 8 certificates	S J Housing Authority	Ongoing	12 certificates reported 1995
City to meet density bonus requirement	Planning Dept.	Ongoing	Density bonus regulations adopted 1994
City to review Housing annually and update	Planning Commission	Annually	Housing Element is reviewed annually. Update in progress.
City will maintain a vacant land inventory	Planning Dept.	Ongoing	The inventory is reviewed annually
City will develop a land management program	City Staff	Annually	Completed 1994
City will collect housing and construction data	City Staff	Annually	Ongoing
City to promote equal housing opportunity	Planning Dept.	Ongoing	City contracts with San Joaquin Fair Housing, Inc. for mediation services; 10 cases in 1995

Ripon's Redevelopment Agency was established in 1982 to provide a mechanism to eliminate blight conditions in the City. The Agency has allocated and spent more than eight million dollars on various projects. Of this total, \$650,000 was allocated to the housing rehabilitation program.

The Agency's Five-Year Implementation Plan (1995-1999) includes programs for implementation of affordable housing and a housing production plan. An Affordable Housing Committee was formed to monitor the programs in the CHAS and assist project proponents in identifying funding sources and potential project sites. San Joaquin County Community Development Department's Neighborhood Preservation Division administers the City's rehabilitation programs for homeowners using CBDG, H.O.M.E. and Redevelopment Agency funds.

The Housing Production Plan (AB 315 Plan) contains estimates of total new and rehabilitated units by year, and describes programs for meeting those estimates. San Joaquin County Council of Governments "1990 Fair Share Housing Plan," shows Ripon's Fair Share (Table 6.4), is 450 housing units needed from January 1990 and ending on July 1, 1997.

Housing construction in Ripon has met the City's fair share, however, Table 6.11 indicates the number of housing units constructed for very low and low income groups did not meet the City's fair share. Measures to reduce this deficit are discussed in the Housing Programs.

Program expenditures from the Ripon Redevelopment Agency expected to be made during the first five (5) years of this plan are for housing and rental rehabilitation and the GAP Program. The expected expenditures are \$225,000 for housing and rental rehabilitation and \$250,000 for the GAP financing program and \$150,000 for CASA financing program.

Table 6.11
RIPON HOUSING CONSTRUCTION
1982 - 1994

Income Level	# of Units
Very Low Income	60
Low Income	84
Moderate Income	268
Above Moderate Income	970
Total	1,382

Additional funding will be available within the City's Sphere of Influence from CBDG (\$80,000), HOME (\$206,000) and the Ripon Redevelopment Agency Rehabilitation Program (\$300,000).

Housing Authority of the County of San Joaquin

The Housing Authority gave twelve (12) households monthly rental subsidies to afford privately owned and operated housing in Ripon in 1995. All Housing Authority assisted residents are very low income. The Housing Authority expects to continue to give households Section 8 rental subsidies in future years.

Community Development Block Grant Program (CDBG)

CDBG is a federal block grant intended to develop viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities to persons of low and moderate income.

Eligible activities include acquisition, public facilities and improvements, demolition, public services, removal of architectural barriers, relocation, construction of housing, housing rehabilitation, special economic activities, and planning and administration. Funds may be used as loans or grants. Sixty percent (60%) of funds received by

grantees must be used for activities that benefit persons of low and moderate income.

H.O.M.E. (Renter and Owner)

H.O.M.E. is a federal housing program block grant intended to expand the supply of affordable housing. Eligible activities include moderate rehabilitation, substantial rehabilitation, new construction, site improvements, acquisition, tenant-based rental assistance, financing costs and relocation benefits. Funds may be used as loans or grants, interest rate and subsidies, equity or other methods approved by HUD (Housing and Urban Development).

For rental housing, at least 90% of the funds must be used for units that serve households at or below 60% of the area median income. For home ownership programs, 100% of the funds must be used for units that serve households at or below 80% of the area median income.

The GAP Program

The "GAP" Program, funded by Ripon Redevelopment Agency funds, helps first-time home

buyers. The program targets very low and low income households and moderate income households that don't qualify for the CASA Program. The loans are intended to fill the "GAP" between the cost of a home and how much the household can afford. Funds are limited and are awarded on a first come first served basis.

The program began January 1, 1996 with \$200,000 in funding. The program as of April 1996 had eleven (11) applications and six (6) requests had closed escrow.

The CASA Program

The CASA Program is a specialized home finance program targeting moderate income households where the City of Ripon and Tracy Federal Bank cooperate in funding for second and third shared appreciation mortgages to be closed and administered by Northbay Ecumenical Homes.

The program began in September, 1997, with \$150,000 funded by the Ripon Redevelopment Agency and matching funding by Tracy Federal Bank.

Chapter Seven: Economic Development

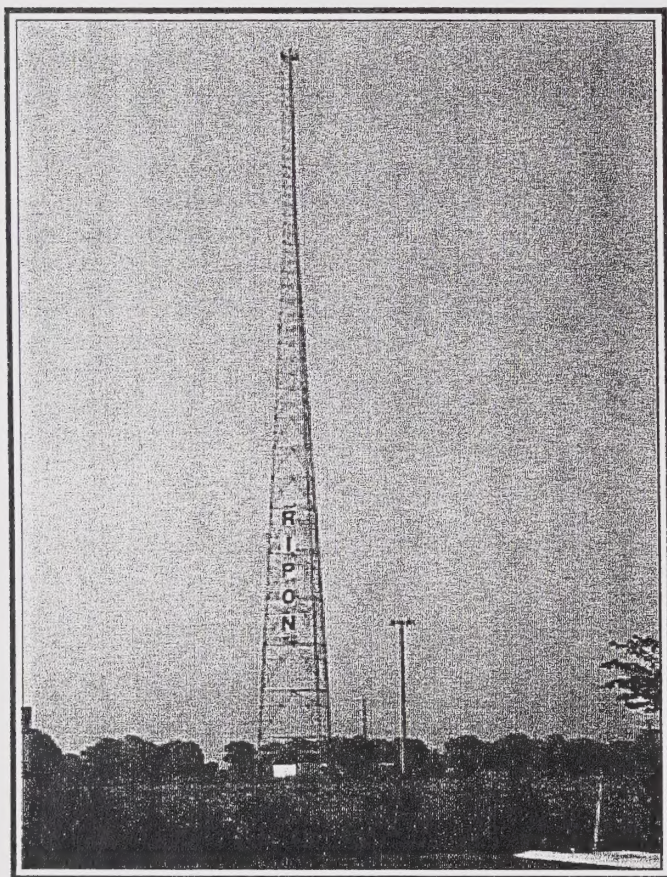
VOLUME I - CHAPTER SEVEN

ECONOMIC DEVELOPMENT



7.1 INTRODUCTION

The objective of the Economic Development Chapter is to improve employment opportunities for local residents, stimulate business activity, diversify and strengthen the local economy, increase local revenues, and encourage additional investment in the community.



Wireless cable tower - south end of Acacia

7.2 GOALS AND POLICIES

GOAL A: TO DEVELOP AND CONTINUALLY UPDATE A COMPREHENSIVE ECONOMIC DEVELOPMENT PLAN AS THE CITY'S ECONOMIC STRATEGY FOR THE EXPANSION AND RETENTION OF EXISTING BUSINESSES, AND THE ATTRACTION OF NEW RETAIL, COMMERCIAL AND INDUSTRIAL USES.

Policy A1. Develop and implement an Industrial and Commercial Revitalization Program that integrates elements of the City's economic development and redevelopment program, a community development block grant program, and capital improvement program into a vehicle for Citywide economic development.

Policy A2. Develop and implement a community marketing program that identifies the City's economic strengths and targets prospective business groups that could best use them.

Policy A3. Collect, assemble and distribute information regarding demographics, labor force characteristics, development availability, and other factors about businesses seeking to expand or move into the City.

Policy A4. Establish a business outreach program aimed at strengthening communication between existing businesses and the City.

Policy A5. Help in the structuring of financial programs and incentives to eliminate barriers to small business expansion. Participate in a program of selective financial assistance targeted at business

retention, expansion and attraction.

Policy A6. Prepare revisions to development regulations that would encourage more land efficient firms and provide clear, logical development and performance standards for industrial, commercial, and service uses. Thoughtfully prepared development and performance standards would help create an image of quality in development projects.

Policy A7. Develop and promote a strong public commitment to economic development to protect existing businesses while encouraging new businesses to settle within the City.

GOAL B: TO CONTINUE EFFORTS TO DIVERSIFY INDUSTRIAL SECTOR EMPLOYMENT BY PLACING GREATER EMPHASIS ON MEDIUM TO SMALL SCALE, NON-POLLUTING INDUSTRY.

Policy B1. Provide industrial sites that are well located, appropriately sized, served by adequate utilities, and well served by access routes linking them to the local labor force.

Policy B2. A component of the Economic Development Program is to develop a plan including the identification of public and private sector responsibilities, for development of industrial facilities.

Policy B3. Support the maintenance and rehabilitation of industrial facilities and their surrounding areas to preserve jobs, use public facilities effectively, prevent the out migration of firms, and conserve scarce land resources.

GOAL C: TO PROVIDE EMPLOYMENT OPPORTUNITIES AND INCREASE CITY REVENUES BY EXPANDING AND MAINTAINING DIVERSITY IN RIPON'S ECONOMIC BASE AND BY FOCUSING DEVELOPMENT EFFORTS UPON THE RETAIL AND SERVICE SECTORS.

Policy C1. Encourage small and medium sized businesses within the community to expand.

Policy C2. Encourage the concentration of commercial and office centers that can be more easily serviced than strip development.

Policy C3. Enhance sales tax revenues by strengthening Ripon's retailing to serve the needs of local residents and to attract shoppers from outside the City.

GOAL D: TO FOSTER THE REDEVELOPMENT OF THE DOWNTOWN AREA AS A COMMUNITY FOCAL POINT TO ENCOURAGE ECONOMIC GROWTH WHILE RETAINING THE AREA'S UNIQUE CHARACTER AND HERITAGE.

Policy D1. Reinforce the unique character of the downtown area.

Policy D2. Examine existing City development fees to create a development incentive program targeted at the area.

Policy D3. Explore incentives and innovative financial techniques aimed at encouraging private sector reinvestment.

Policy D4. Identify and pursue changes in the infrastructure that would enhance the revitalization effort.

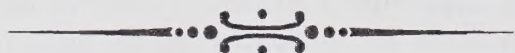
Policy D5. In partnership with the Chamber of Commerce and other business associations, promote selected commercial and industrial expansion.

Policy D6. Develop a marketing strategy for the city including promotional information, a community profile, and development data. Prepare and maintain resident employment statistics for use by prospective business when locating in the city. Provide regular updates of this information.

GOAL E: ENSURE THAT VACANT LANDS ARE DEVELOPED WITH NEEDED USES. PRESERVE PROPERTY VALUES BY REQUIRING PROPERTY MAINTENANCE OF EXISTING COMMERCIAL, OFFICE, AND INDUSTRIAL BUILDINGS.

Policy E1. Pursue those business prospects identified by the community as desirable.

Policy E2. Limit warehousing to those uses developed with manufacturing or sales.

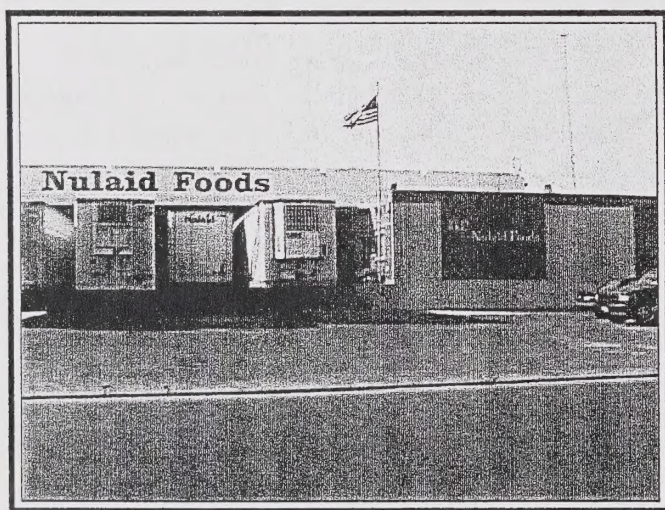


7.3 ECONOMIC HISTORY

Since its founding in 1875, Ripon's economic base has been based on farming and agriculturally related businesses. The Ripon area is important for growing almonds because of its sandy soils. Known as 'California's Almond Capital', the nut has been the mainstay of the economy for many years. While almonds dominate, other crops such as grapes, walnuts, peaches, olives, eggs, poultry, and milk are produced in the area.

Manufacturing and Processing Businesses

Ripon area farming operations attracted agriculturally associated manufacturing and processing businesses such as Nulaid Eggs, DenDulk Poultry, Golden West Nuts, Meyenburg Milk Company, Ripon Milling, and Franzia Winery.



Nulaid Foods located on Fifth Street

Farm equipment manufacturers and agriculture chemical producers located here to supply area farmers. Ripon Farm Service, Mid-State Manufacturing, and Ripon Manufacturing were founded to supply the agricultural community. Trucking firms such as DeBoer Trucking and Wever Trucking were established to transport agricultural products to market.

Diversified Industry Base

Over the past 50 years, Ripon's industrial base has diversified. Besides the agriculturally related businesses, a variety of other types of industry such as paper, steel fabrication, motorist services, and non agricultural transportation have been established. Firms like Fox River Paper Company, Guntert Steel, Jimco Truck Stop, Flying J Travel Plaza, Dirksen Trucking, and New Highway Carriers are all examples of this diversity.

Most recently, Ripon has become recognized for being a strategic location for regionally related industries. Valley Wireless Cable Company has selected Ripon as the site for its 500-foot tall transmitting tower and business office that will serve residents in both San Joaquin and Stanislaus counties. Ripon has also been proposed as the possible location for a regional crime lab that would serve a six-county area.

Tax Revenue Base

Traditionally, Ripon has had only enough retail and service businesses to serve local customers. As a small farming community, the needs of the residents were typically met by small, locally owned businesses that sell groceries, clothing and shoes, sporting goods, hardware, dry cleaning, barber and beauty shops, insurance, and real estate. While this was adequate once, it is no longer the case.

As the community has grown, so has the need for more affordable and diverse goods and services. This increase has now reached a level which local businesses cannot supply, thereby forcing residents to shop 'down the road', resulting in a significant loss of

sales tax revenue for large and specialty items like autos, appliances, and home furnishings. This loss has the likelihood of creating a very serious problem for our residents because residential development requires more services than all the revenues it generates through property taxes. Without increased funds it will become more difficult to maintain Ripon's current high service levels.



Downtown store front - West Main and Stockton

7.4 COMPREHENSIVE ECONOMIC DEVELOPMENT PLAN

Ripon's Economic Development Commission has prepared, and the City Council has adopted, an Economic Development Plan. The purpose of the Plan is to identify the economic development strategy for the community, detailing efforts for the overall development of service, retail, industrial, and special category businesses. The overall goals of the Plan are; to create a balance between jobs and households; and to provide for the generation of at least \$350 per capita in total tax.

A Business Retention and Expansion Program developing programs and policies that promote a diversified stable local economy are included in the Plan. A successful Program serves a variety of local economic development needs. It supports existing businesses through identifying and solving immediate problems that hinder their vitality. It also provides access to a variety of public services - training, financing, infrastructure - which can promote the long term success of the business community.

The Plan contains methods to encourage retail, commercial and manufacturing development. Goals, policies and action programs are designed to accomplish the task without sacrificing Ripon's small town character.

Small businesses are vital contributors to Ripon's

economy. A Small Business Assistance Program is included In the Plan to help resolve some problems small businesses experience regarding starting and expansion.

While the City has made significant strides to simplify its development and permitting procedure, an efficient and responsive process supports the City's desire to maintain good relations with the development community and existing businesses.



Shopping center - West Main and Wilma



RESEARCH ON THE
IMPLEMENTATION

Chapter Eight: Implementation

VOLUME I - CHAPTER EIGHT

IMPLEMENTATION



8.1 INTRODUCTION

Chapter Eight, General Plan Implementation, presents a variety of tools available to the City to put into action the "vision for the future" set forth in the Plan. The General Plan can be successful only if the vision for physical development is realistic and can be carried out. The City carries out the General Plan through the review of privately initiated development requests such as subdivisions, rezonings, conditional use permits and building permits. In addition, the City undertakes public development through redevelopment and construction of the infrastructure. Finally, the City considers a variety of administrative and financial tools that encourage public and private development. This chapter presents the tools to guide development in the City by implementing the policies contained in earlier chapters.



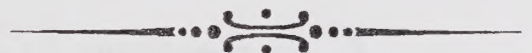
8.2 SPHERE OF INFLUENCE

The sphere of influence is a plan for the probable physical boundaries and service area of a City. A sphere of influence is adopted by the Local Agency Formation Commission (LAFCO) according to State Government Code. Following adoption of the Ripon General Plan Update, Ripon's Sphere of Influence should be expanded to include the boundaries shown on the Land Use Diagram. In this way, land use policy direction would be provided for all of the land within the Sphere of Influence.

Implementation Device Governing Submission and Approval of the Sphere of Influence

San Joaquin County LAFCO uses Ripon's Sphere of

Influence as a guide for approving annexations to the City. In determining spheres of influence, the LAFCO must consider and make written findings on the present and possible service capabilities of the City; its range of services; projected future population growth; type of development occurring in or planned for the area; present and probable future service demands of the area; adequacy of existing services and who provides them; social and economic interdependence and interaction between the City and the area surrounding it; and the effect on agricultural preserves.



8.3 ANNEXATIONS

Annexations, known technically as reorganizations, are the inclusion, attachment, or addition of territory to a City. Annexations to Ripon are reviewed by the San Joaquin County Local Agency Formation Commission (LAFCO).

Implementation Device Governing Submission and Approval of an Annexation

LAFCO is required to consider certain factors such as: population; population density; land area and land use; assessed valuations; natural conditions; proximity to other populated areas; projected growth of the area; needs; cost; and adequacy of government services. The effect of the proposal will have on adjacent areas and local government structure within the county; conformity with adopted LAFCO policies on orderly development; affect on agricultural preserves and open space uses; boundary lines; conformity with city and county general and specific plans; and the sphere of influence.

8.4 ZONING

Ripon's Zoning Ordinance is Title 17 of the City's Municipal Code. The purpose of zoning is to regulate the use of buildings, structures, and land for industry, business, residence, open spaces including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes.

Implementation Device Governing the Submission and Approval of Zoning

Title 17 of Ripon's Municipal Code regulates the submission and approval of Zoning, which must be adopted by ordinance. At least one public hearing before the Planning Commission and City Council is required, before adoption by the City Council.

Development Code

A development code is being drafted for one land use ordinance that would combine the provisions commonly found in separate zoning and subdivision ordinances.

8.5 MISCELLANEOUS LAND USE PERMITS

The City processes a variety of permits that help development. Examples include, but are not limited to, the following: conditional use permits, variances, and building permits.

Implementation Device Governing Submission and Approval of Miscellaneous Land Use Permits

Procedures governing the approval of miscellaneous land use permits are found in the Ripon Municipal Code. Conditional Use Permits

and variances require public hearings before the Planning Commission. Building Permits are reviewed by Staff for compliance with the Uniform Building Codes and Title 17 of the Ripon Municipal Code.

8.6 SUBDIVISION

Subdivision is the process used to divide raw land for subsequent development. The procedure is governed by the State Subdivision Map Act and Title 16 of the Ripon Municipal Code. The Codes distinguish between major (five or more parcels) and minor (four or fewer parcels) subdivisions. Major subdivisions require a tentative and final map, while minor subdivisions require a parcel map.

Implementation Device Governing Submission and Approval of a Subdivision

A subdivision map can be conditionally approved by the City Council providing the Council finds the proposed subdivision, with its design and improvements, is consistent with the Ripon General Plan and the Ripon Municipal Code.

8.7 ANNEXATION AGREEMENTS

Annexation Agreements are contracts between the City and owners of property proposed for annexation. An annexation agreement may be combined with a development agreement.

Implementation Device Governing Submission and Approval of Annexation Agreements

Title 17 of the Ripon Municipal Code authorizes annexation agreements. The agreement may include conditions, terms, restrictions, requirements and phasing for the annexation.

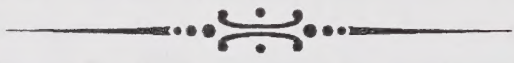


8.8 DEVELOPMENT AGREEMENTS

Development Agreements are contracts that give private developers assurance that the necessary permits will be issued despite changes in regulations, and the City with assurances of the adequacy of the development and completion of the project.

Implementation Device Governing Submission and Approval of Development Agreements

State Government Code and Ripon Municipal Code specify minimum contents of development agreements. Some contents of the agreements are duration of the agreement, the permitted uses of the property, density and intensity of the use, maximum size and height of the proposed buildings, and dedication of land for public purposes. The agreement may also include conditions, terms, restrictions, and requirements for subsequent approvals.



8.9 PROJECT FISCAL ANALYSIS REPORTS

A project fiscal analysis report is required to show the fiscal impact a project will have on the existing City and its residents. These studies are to identify service costs, project revenues, and mitigation measures. The report is professionally prepared at the developers expense.

Implementation Device Governing Submission and Approval of Fiscal Analysis Reports

The city will determine a threshold project size above which a fiscal impact analysis is required and set fiscal standards that must be met by the project. Fiscal analysis reports are submitted with a project

application so they can be considered during the environmental and project reviews at the public hearings.



8.10 REDEVELOPMENT PLAN

California Community Redevelopment Act of 1945 gives cities the authority to establish redevelopment agencies and gives these agencies the authority to attack problems of urban decay. To remedy these problems, agencies are given certain fundamental tools such as the authority to buy and sell real property, negotiate with property owners, the authority to impose land use and development controls according to a comprehensive plan for redevelopment.

An amendment to the Redevelopment Plan proposes to add territory to the existing project being considered by the City. The largest portion of the proposed added territory is in the northern part of the City, but areas in the southern and eastern parts of the City are involved. Some unincorporated areas are part of the proposal. A preliminary list of proposed public works, housing and economic development projects and programs are included in the Plan.

Implementation Device Governing Submission and Approval of a Redevelopment Plan

Ripon City Council members also serve as the Board of the Redevelopment Agency and have the authority to conduct public hearings on redevelopment plans and matters. Ripon's Redevelopment Agency was established in 1982 to provide a mechanism to eliminate blight conditions in the City and thus ensure the City's economic base would grow and remain healthy through the provision of new public improvements, commercial development, and affordable housing.

8.11 HOUSEHOLD HAZARDOUS WASTE ELEMENT

The State Public Resources Code requires the City to adopt a Household Hazardous Waste Element, which identifies a program for safe collection, recycling, treatment, and disposal of hazardous wastes generated by households in the City. Wastes identified should be separated from the solid waste stream.

Implementation Device Governing Submission and Approval of Household Hazardous Waste Element

Ripon is the lead agency responsible for handling clean up procedures. The City has sponsored a member of the Ripon Consolidated Fire District to participate in the Joint County Hazardous Materials Response Team.

8.13 WASTEWATER MASTER PLAN

The City may develop a Wastewater Master Plan to construct, operate and maintain various wastewater facilities. In developing the Plan, consideration is given to rehabilitation of existing facilities, expansion of current excess demand and the timely expansion for future demand. As the City's population increases, the City updates the Wastewater Master Plan as appropriate to address the sewage collection and treatment needs anticipated in the General Plan.

Implementation Device Governing Submission and Approval of Wastewater Master Plan

Ripon's Wastewater Master Plan is dated 1981, and last revised in 1988. The Plan covers the area from River Road to the north, Mohler Road to the west, about three fourths of a mile east of Murphy Road to the east, and the Stanislaus River to the south.

8.12 SOURCE REDUCTION AND RECYCLING ELEMENT

The State Public Resources Code requires the City to adopt a Source Reduction and Recycling Element to show the methods by which the City will reduce the amount of solid waste disposed of by the City.

Implementation Device Governing Submission and Approval of the Source Reduction and Recycling Element

The City of Ripon has adopted a Source Reduction and Recycling Element to meet the State Public Resources Code. The Code requires the element to consider recycling, waste characterization, source reduction, composting, solid waste facility capacity, education and public information, funding, and special waste.

8.14 WATER MASTER PLAN

The City may develop a Water Master Plan to construct, operate and maintain various water facilities to provide water to Ripon residents, businesses and industries.

Implementation Device Governing Submission and Approval of Water Master Plan

A Water Master Plan was prepared for Ripon in November 1985, and revised in May 1990 to include areas in the 1988 Ripon General Plan.

8.15 STORM WATER FACILITIES PLAN

Storm water drainage facilities may be constructed, operated, maintained and replaced in a way that will provide the best possible service to the public, given the financial abilities and constraints of the City.

Implementation Device Governing Submission and Approval of Storm Water Master Plan

A Storm Drain Study Master Plan was prepared for Ripon in 1990 for the areas included in the Ripon General Plan adopted in 1988.

8.16 PUBLIC FACILITIES FINANCING PLAN

Several options are available to cities to finance public facilities such as streets, water, sewers, storm drainage, schools, parks, fire and Police stations, and public utilities.

Implementation Device Governing Submission and Approval of Public Facilities Financing Plan

A Public Facilities Financing Plan is now being developed for the City of Ripon.

8.17 CONDUCT A HISTORICAL SURVEY

The City should consider conducting a Historical Survey to identify historical sites, buildings and structures.

Implementation Device to Conduct a Historical Survey

City Council should consider appointing a committee to identify historical sites, buildings and structures and to prepare a report. The committee should determine whether a historical preservation district should be added to the Zoning Ordinance.

8.18 SPECIFIC PLANS

The City should consider requiring the preparation of specific plans for the systematic implementation of the general plan for development of those properties of one (1) acre or less and fifty (50) acres or more in size, and development consistent with such plans.

Implementation Device for Preparation of Specific Plans and Subsequent Development of Affected Properties

The City should prepare development guidelines for each of the Planning districts for those properties which would require the preparation of a Specific Plan.

8.19 PLANNED UNIT DEVELOPMENTS (PUD)

The City should consider requiring a Planned Unit Development (PUD) permit for any development project either requesting or necessitating a special consideration of the density, intensity, or other zoning provisions (i.e., lot dimensions, setbacks, structure heights, etc.).

Implementation Device for Development as a Planned Unit Development (PUD)

The City should prepare development guidelines for the types of projects which would require a PUD permit.

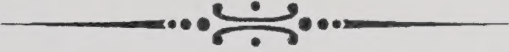


8.20 NEIGHBORHOOD PRESERVATION

Neighborhood Preservation is a combination of code enforcement and rehabilitation. Rehabilitation conserves structures and code enforcement both saves buildings and is used to remove unwanted materials.

Implementation Devices to Continue Neighborhood Preservation.

Community Development Block Grant (CDBG) funding is an important source for housing rehabilitation. The City will continue to work with San Joaquin County to obtain these funds. Code enforcement will remain a priority with Staff.



Chapter Nine: Comments and Responses

VOLUME I - CHAPTER NINE

COMMENTS AND RESPONSES



9.1 COMMENTS RECEIVED

This chapter displays the comments received on the Draft General Plan and the Planning Department's written responses to the comments. Comments

received on the Draft Plan included letters from agencies and individuals. A list of comments is provided below. All comments are shown verbatim on the following pages.

- David Taussig & Associates, Victor Irzyk (January 30, 1998)
- Modesto Irrigation District, Sterling M. Fountain (January 15, 1998)
- San Joaquin Valley Unified Air Pollution Control District, Tracy Roemer Bettencourt (February 3, 1998)
- Stanislaus Area Association of Governments, Audrey C. Mills (January 8, 1998)
- Chief Executive Office, Stanislaus County, Richard Jantz (January 15, 1998)
- Normoyle and Newman, George A. Petrulakis (January 30, 1998)
- Leanna, Randy, and Gary Mohler (February 2, 1998)
- Ed Feichtmeir (January 11, 1998)
- Dale Larson (January 20, 1998)
- San Joaquin County Department of Public Works, Kenneth A. Hill (February 5, 1998)
- California Department of Transportation, Carlos P. Yamzon (January 29, 1998)

DAVID TAUSSIG & ASSOCIATES, INC.

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Fax (916) 920-4134

PRINCIPALS

David O. Taussig
Susan M. Goodwin
Mitchell Mosesman
Benjamin L. Dolinka
David P. Freudenberger

MEMORANDUM

January 30, 1998

TO: Ernie Tyhurst

FROM: Victor Irzyk

RE: Comments Regarding Draft General Plan and Draft Environmental Impact Report (EIR)

After reviewing the Draft General Plan and the Draft EIR, I have put together the following list of issues/items which should be corrected or revised in the next revision of these reports.

Draft General Plan

- Vol. I - Chapter One, Section 1.5, p. 1-6 - funding for a community center is not included in the PFFP. Also, police stations and libraries should be singular since only one of each is funded in the PFFP. 1
- Vol. I - Chapter Four, Section 4.7, p. 4-9 - the paragraph beginning with "Programs funded by Redevelopment..." is this paragraph misplaced or does it belong in the Fire Hazards and Protection section? 2

Draft EIR

- Vol. II - Chapter Three, Section 3.3, p. 3-7 - Table 3.2 and any other references to costs or fees in the PFFP will have to be changed due to changes in some of the infrastructure costs that were discussed recently. Also, as we discussed on Friday, January 23, 1998, I will remove costs associated with the fire department, any references to the costs (p 3-11) outlined in the PFFP should also be removed from the EIR. 3
- Vol. II - Chapter Three, Section 3.3, p. 3-8 (also on p. 4-14) - as it is presented in this section, the Modesto wastewater treatment plant option is the leading option. This is in contrast to the PFFP where the expansion of Ripon's current treatment plant is the leading option and the Modesto WWTP option is an alternative. 4

I am revising the numbers in the PFFP and should have a copy ready for you sometime next week. If you have any questions or comments regarding this information, please do not hesitate to call me.

RIPON GENERAL PLAN 2035

Response to Comments

TAUSSIG & ASSOC. (JANUARY 30, 1998)

- TAU #1. This and other recreation facilities were mistakenly omitted from the general plan. To correct this, a preliminary list of facilities has been prepared for incorporation into the plan and the PFFP. Additionally, at this time, the City Parks and Recreation Director is in the process of preparing a Parks and Recreation Facilities Master Plan for adoption at around the same time as the general plan adoption.
- TAU #2. The text will be changed to correct this.
- TAU #3 and #4 involve the EIR and responses will be provided on separate sheet(s).

January 15, 1998

Mr. Ernest A. Tyhurst
City of Ripon
Department of Planning
259 N. Wilma Avenue
Ripon, California 95366

RECEIVED

JAN 16 1998

CITY OF RIPON

Regarding: City of Ripon, General Plan 2035

ELECTRICAL:

(X) The MID is currently in negotiations regarding the acquisition of Pacific Gas & Electric's (PG&E) electric facilities in a portion of the proposed General Plan Area. The acquisition process is anticipated to be completed in the middle of 1998. The following comments are provided based on the assumption that the current negotiations become finalized. **1**

(X) In conjunction with related site/road improvements, existing overhead and underground electric facilities within or adjacent to proposed developments shall be protected, relocated or removed as required by the District's Electric Engineering Department. Appropriate easements for electric facilities shall be granted as required. **2**

(X) Existing overhead lines in the subject area shall be maintained overhead where practical, due to economic, reliability and operating concerns. **3**

(X) The MID reserves the right to install new overhead facilities along any major or collector streets associated with the General Plan for the purpose of serving developing properties and future undeveloped land. **4**

(X) 10' PUE's shall be required along all existing and proposed street frontages of future developments. **5**

IRRIGATION:

(X) No comments at this time.

HA\Land\Referral\ripon-gp.ref

DOMESTIC WATER:

(X) No comments at this time.

Jan. 15, 1998
Date

Sterling M. Fountain
Sterling M. Fountain
Risk and Property Analyst

RIPON GENERAL PLAN 2035

Response to Comments

MODESTO IRRIGATION DISTRICT (JANUARY 15, 1998)

- MID #1. Comment noted. No response necessary.
- MID #2. These issues, including undergrounding of existing utilities, are addressed in the City's development regulations and are a part of our project review process. Transmission lines sized 66 KW and larger are allowed to remain, or may be installed, overhead. Distribution lines, on the other hand, are required to be undergrounded.
- MID #3. Refer to response to MID #2 above.
- MID #4. Refer to response to MID #2 above.
- MID #5. Refer to response to MID #2 above.



San Joaquin Valley Unified Air Pollution Control District

RECEIVED

FEB - 3 1998

CITY OF RIPON

January 29, 1998

Ernest A. Tyhurst
Director of Building and Planning
City of Ripon
259 N. Wilma Avenue
Ripon, CA 95366

SUBJECT: DRAFT GENERAL PLAN (2035) AND DRAFT ENVIRONMENTAL
IMPACT REPORT (EIR)

Dear Mr. Tyhurst:

The San Joaquin Valley Unified Air Pollution Control District has reviewed the proposed project and offers the following comments:

Based on the information provided, the District agrees that implementation of the General Plan will have a significant impact on the ambient air quality resulting from the construction and operation of new industrial, commercial and housing developments and the associated increase in traffic volumes expected by this growth. As a result, adoption of a Statement of Overriding Considerations for air quality impacts would be appropriate from an air quality perspective.

Volume I: Chapter 5

Page 5-7: The **Air Quality Section** contains a few statements requiring clarification. This section describes the San Joaquin Valley as a "non-attainment" area for carbon monoxide (CO) and ozone (O₃). Currently, the entire San Joaquin Valley has been designated as "non-attainment" by the California Air Resources Board (ARB) and United States Environmental Protection Agency (EPA) for both ozone and PM-10 (particulate matter 10 microns in diameter). CO is a localized pollutant and is typically is not found in high concentrations in rural areas. Thus, in the past, only urbanized areas of the Valley, such as Stockton, Modesto, Fresno, and Bakersfield, were designated "non-attainment" for CO. However, due to infrequency of CO exceedences, the state has recently reclassified the San Joaquin Valley urbanized areas, with the exception of the Fresno, as "attainment" for CO and official federal redesignation is pending.

1

David L. Crow

Executive Director/Air Pollution Control Officer

1999 Tuolumne Street, Suite 200 • Fresno, CA 93721 • (209) 497-1000 • FAX (209) 233-2057

Northern Region

4230 Kiernan Avenue, Suite 130 • Modesto, CA 95356
(209) 545-7000 • Fax (209) 545-8652

Central Region

1999 Tuolumne Street, Suite 200 • Fresno, CA 93721
(209) 497-1000 • Fax (209) 233-2057

Southern Region

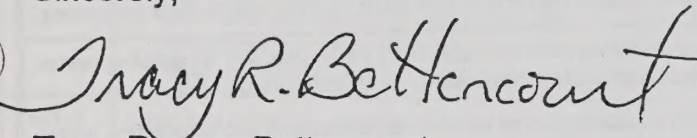
2700 M Street, Suite 275 • Bakersfield, CA 93301
(805) 862-5200 • Fax (805) 862-5201

Additionally, construction phases of this project can generate emissions from the movement of soil, use of heavy equipment, bulk materials handling, asphalt paving and other related activities. As a result, this project is subject to District Regulation VIII (Fugitive Dust Prohibitions). The purpose of Regulation VIII is to reduce the amount of fine particulate matter (PM-10) entrained into the ambient air from man-made sources. Specifically, the Rules within Regulation VIII that apply to this project are: Rule 8010 (Administrative Requirements), and Rule 8020 (Construction, Demolition, Excavation, and Extraction Activities). Rule 8030 (Handling and Storage of Bulk Materials), Rule 8060 (Paved and Unpaved Roads), and Rule 8070 (Parking, Shipping, Receiving, Transfer, Fueling, and Service Areas) may apply to this project depending on construction practices employed at this site. The attached Synopsis highlights many of the requirements contained within Regulation VIII. The Synopsis is not meant to be all inclusive, but it can be a useful compliance aid in the field and office alike.

2

Thank you for the opportunity to comment. If you have any questions, please feel free to contact me at (209) 545-7000.

Sincerely,



Tracy Roemer Bettencourt
Environmental Planner
Northern Region

APCD REF # 970593

c. Stanislaus County
Environmental Review Committee
1100 "H" Street
Modesto, CA 95354

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

Regulation VIII Fugitive Dust/PM₁₀ Synopsis

Rule 8010 Administrative Requirements		
Section	Applicability	Requirements/Implementation
2.0	<i>Applicability:</i> This regulation applies to specified outdoor man-made sources of fugitive dust for the purpose of attaining health-based standards for fine particulate matter (PM ₁₀). Effective Date of Regulation VIII Rules: December 10, 1993. [For the purpose of this regulation <i>visible dust emissions</i> is defined as: visible dust of such opacity as to obscure an observer's view to a degree equal to or greater than an opacity of 40% (40%), for a period or periods aggregating more than three minutes in any one hour, except as set fourth in Rule 8030, 5.1.1]	
4.0	<i>Exemptions: [All Regulation VIII Rules]</i> Actions required by law to protect the environment; current District permitted activities with PM ₁₀ control measures greater than or equal to this regulation; public health & safety emergency operations lasting less than 30 days; vegetative reduction required by a Federal, State or local agency for fire prevention; and activities conducted above the elevation of 3000 feet, or during freezing conditions.	
5.1	Chemical Stabilizing Agents.	Must meet ARB/EPA acceptability and air/water quality standards.
5.4	Dust Palliative and Asphalt Paving.	Shall comply with other applicable District Rules (i.e. Rule 4641)
Rule 8020 Construction, Demolition, Excavation, Extraction		
2.0	<i>Applicability:</i> Any construction, demolition, excavation, extraction, water mining related disturbances of soil, and the initial construction of landfills prior to commencement of landfill operations.	
4.0	<i>Exemptions:</i> Land preparation for agriculture; activities approved prior to the effective date of this Rule; blasting activities; maintenance or remodeling activities of less than 10,000 square feet or 50% of building area; renovation of ground water recharge basins; and solar drying & harvesting of sedimentary calcium carbonate precipitates. Compliance with Section 5.1 of this rule is not required where soil moisture or natural crusting is sufficient to limit visible dust emissions.	
5.1	All disturbed areas of a construction site, including storage piles, not used for seven or more days.	Effective stabilization of visible dust emissions (40%) utilizing water, chemical stabilizer/suppressant, or vegetative ground cover.
5.2	On-site unpaved roads and off-site unpaved access roads.	Effective stabilization of visible dust emissions (40%) utilizing water, or a chemical stabilizer/suppressant.
5.3.	Land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities. Operation of wrecking balls or wrecking equipment.	Effective control of fugitive dust emissions utilizing the application of water, or by presoaking. All exterior surfaces of a building up to six stories in height shall be wetted during demolition.
5.4	Public paved roads, shoulders, and access ways adjacent to the site.	Limit or promptly remove any accumulation of mud or dirt. Recommended use of paved aprons, gravel strips, or wheel washers. The use of blower devices for the removal of accumulations is prohibited. The use of dry rotary brushes is prohibited, except where preceded or accompanied by wetting to limit dust emissions.
Rule 8030 Storage, Handling and Transport of Bulk Materials		
2.0	<i>Applicability:</i> Outdoor handling/storage of bulk material emitting visible dust. Additional requirements may apply if compliance with this Rule requires the installation or modification of equipment under existing District permit.	
4.0	<i>Exemptions:</i> Conditions where moisture content of the material is sufficient to limit visible dust emissions; agricultural harvesting, open air drying, handling or storage of baled, cubed, pelletized, long-stemmed or pre-cleaned material; timber harvesting; dust free materials; materials less than 250 cubic yards; and materials subject to damage by wetting.	
5.1	Transport of bulk materials in an outside area for a distance of twelve feet or greater with the use of a chute or conveyor device.	Chute/conveyer must be fully enclosed, or spray equipment wets materials to limit visible dust emissions (20% opacity) as defined in District Rule 4101-Visible Emissions, or materials conveyed are washed, separated, or screened to remove PM ₁₀ .
5.2	Materials transported by vehicle, except on site.	Requirements of Rule 8020, 5.4 apply. Wet material to limit visible dust emissions (40%), or provide at least six inches of freeboard space from the top of the transport container, or cover the container.
5.3	Outdoor storage of materials greater than 250 cubic yards.	Effective stabilization of visible dust emissions (40%) utilizing water, or a chemical stabilizer/suppressant within seven days after the addition or removal of materials.

2.0	<i>Applicability:</i> All operational landfill sites, landfill closure activities, and activities conducted at closed landfill sites which disturb surface soils covering an area of more than one acre.	
4.0	<i>Exemptions:</i> Landfills where active disposal and excavation areas disturb less than one acre of soil.	
5.1	Construction of a landfill site.	Requirements of District Rule 8020 and the California Code of Regulations (CCR) Sections 17659 and 17706 apply.
5.2	Adjacent public paved roads, shoulders & accesses.	Rule 8020, 5.4 applies.
5.2.1	Interior roads of the landfill site.	Landfill roads connected to off-site adjacent paved public roads must be paved for a sufficient distance to allow mud and dirt accumulation to drop off. Sufficient cleaning of interior roads to limit carry out onto the off-site public roads. The use of blower devices for removal of accumulations is prohibited. Use of dry rotary brushes is prohibited, except when preceded or accompanied by sufficient wetting.
5.4	Storage of construction vehicles, equipment, and materials.	Rule 8070 applies.
6.1	Operators of landfill disposal sites and operations required to submit reports to the California Integrated Waste Management Board (CIWMB) in compliance with CCR 17616.	Provide a copy of each report to the SJVUAPCD within 30 days from the date transmitted to the CIWMB.

Rule 8060 Paved and Unpaved Roads

2.0	<i>Applicability:</i> Any paved, or unpaved public or private road, street, highway, freeway, alley, way, access drive, access easement, or driveway constructed or modified after the effective date of this Rule.	
4.0	<i>Exemptions:</i> Easements and roads providing access for not more than ten residences; paved roads less than three miles in length, and unpaved roads less than ½ mile in length; agricultural access roads; roads which have been approved, or for which construction bids have been awarded, prior to the effective date of this Rule; gated roads owned by a public agency, special district, or public utility; road maintenance and resurfacing activities.	
5.1.1	New construction, modifications, or approvals of paved roads with projected average daily vehicle trips of 500 vehicles or more.	Comply with American Association of State Highway and Transportation Officials (AASHTO) guidelines for the width of shoulders and median shoulders. Additional requirements, exemptions or alternative compliance measures may apply.
5.2	Construction and use of new unpaved roads.	At least 50% of the length of the new road surface is controlled by application of chemical dust suppressant/stabilizer, or the entire surface is controlled by application of water at least one time per week as necessary, or at least 25% of the length of the new road is paved and maintained.
6.1	Government Agencies having jurisdiction over publicly maintained paved roads open to public access.	Require preparation and submittal of a written report to the SJVUAPCD documenting compliance with the provisions of this Rule. Initial report prepared for the year 1994 and biennially thereafter. Additional requirements apply.

Rule 8070 Parking, Shipping, Receiving, Transfer, Fueling and Service Areas

2.0	<i>Applicability:</i> All unpaved vehicle and/or equipment parking areas, fueling and service areas; and shipping, receiving, and transfer areas which are of one acre or larger in size.	
3.0	<i>Exemptions:</i> Activities described above which are conducted on sites less than one acre in size; agricultural activities; timber harvesting activities; and exposed surfaces of lake and river beds.	
4.1	On days the area is used.	Application of either water at least once daily, a chemical dust suppressant/stabilizer in accordance with manufacturer's recommendations for road applications, or gravel to the entire surface.
4.2	Public paved roads, shoulders, and access ways adjacent to the site.	Rule 8020, 5.4 applies.

For additional information please contact the compliance division of your nearest District regional office:

Northern Region

4230 Kiernan Avenue, Suite 130 Modesto, CA 95356
(209) 545-7000

Central Region

1999 Tuolumne Street, Suite 200 Fresno, CA 93721
(209) 497-1100

Southern Region

2700 M Street, Suite 275 Bakersfield, CA 93301
(805) 861-3682

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5.2	Construction and use of new unpaved roads.	At least 50% of the length of the new road surface is controlled by application of chemical dust suppressant/stabilizer, or the entire surface is controlled by application of water at least one time per week as necessary, or at least 25% of the length of the new road is paved and maintained.
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4.2	Public paved roads, shoulders, and access ways adjacent to the site.	Rule 8020, 5.4 applies.

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2700 M Street, Suite 275 Bakersfield, CA 93301
(805) 861-3682

RIPON GENERAL PLAN 2035

Response to Comments

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT (JANUARY 29, 1998)

SJVUAPCD #1. The text will be changed to more accurately describe the conditions.

SJVUAPCD #2. The text will be changed to address this issue.

SAAG

Stanislaus Area
Association of Governments

1025 Fifteenth Street Modesto, CA 9535
Telephone (209) 558-7830 FAX (209) 558-7833

January 6, 1998

JAN 8 - 1998

Mr. Ernie Tyhurst, Director of Building & Planning
City of Ripon
259 N. Wilma Avenue
Ripon, CA 95366

RE: Draft General Plan (2035) and Draft Environmental Impact Report (EIR)

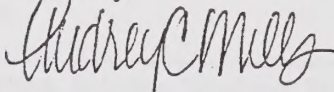
Dear Ernie:

Thank you for giving SAAG the opportunity to review the above referenced project. As you are aware, SAAG reviews referrals for conflicts with the Regional Transportation Plan (RTP), the Stanislaus County Regional Expressway System, the Regional Bicycle Transportation Master Plan, and the Congestion Management Plan. Our review of this project did not identify any conflicts or concerns with respect to these plans and programs. However, we would like to point out the following:

1. In Chapter Three, Circulation and Transportation, Section 3.2 Policy E4 states that the City of Ripon Bicycle Route Master Plan is located in Volume III (Technical Appendices). However, I was not able to locate the document in Volume III.
2. We appreciate and fully support the effort to build consensus support and obtain funding for the construction of a "bike bridge" across the Stanislaus River at the end of Parallel Avenue. We request that the City consider designating Parallel Avenue as a Class II bike lane. This would tie the bike bridge to an actual bike route.

Thank you for the opportunity to comment. Please call if you have any questions or need clarification.

Sincerely,



AUDREY G. MILLS
Assistant Planner

c/f: land use (Ripon)
Refer x-13

RIPON GENERAL PLAN 2035

Response to Comments



STANISLAUS AREA ASSOCIATION OF GOVERNMENTS (JANUARY 8, 1998)

- SAAG #1. Documents such as the Bike Route Master Plan are incorporated by reference into the general plan. The text in Volume III will be change to more accurately reflect this.
- SAAG #2. The right-of-way width of this roadway is not sufficient for a Class II bike lane. It will be signed as a Class III bike route.

A handwritten signature is visible in the lower right portion of the page. The signature is written in dark ink and appears to be a stylized representation of a name, possibly "R. J. [unclear]".



CHIEF EXECUTIVE OFFICE

County Administration Building
1100 H Street, 2nd Floor
P.O. Box 3404, Modesto, California 95353

JAN 21 1998 (209) 525-6333
FAX (209) 544-6226
CITY OF RIPON

REAGAN M. WILSON
CHIEF EXECUTIVE OFFICER

PATRICIA HILL THOMAS
ASSISTANT EXECUTIVE OFFICER

January 15, 1998

Ernest A. Tyhurst
City of Ripon
259 N. Wilma Ave
Ripon, CA 95366

SUBJECT: ENVIRONMENTAL REFERRALS - DRAFT GENERAL PLAN (2035)
AND DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

Dear Mr. Tyhurst:

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time. **1**

The ERC appreciates the opportunity to comment on this project.

Sincerely,

Richard Jantz
Deputy Executive Officer

RJ:kh

RIPON GENERAL PLAN 2035

Response to Comments

STANISLAUS COUNTY - CEO (JANUARY 15, 1998)

CEO #1. Comment noted. No response necessary.

NORMOYLE & NEWMAN

A PROFESSIONAL LAW CORPORATION

Michael C. Normoyle
Russell A. Newman
John T. Resso
George A. Petrulakis

RECEIVED

FEB - 2 1998

David O. Romano, P.E., AICP

CITY OF RIPON

January 30, 1998

801 Tenth Street
Fifth Floor • Suite One
Modesto, California
95354-2303
TELEPHONE 209 521.9521
FAX 209 521.4968

Mr. Ernest Tyhurst
Planning Department
CITY OF RIPON
259 North Wilma Avenue
Ripon, California 95366

VIA FACSIMILE &
U.S. MAIL
(209) 599-2685

RE: Comments to Public Review Draft of the City of Ripon General Plan 2035

Dear Mr. Tyhurst:

Our office represents the Meeuwse and Mohler families who are landowners affected by the City of Ripon's proposed General Plan 2035. The properties owned by each of the families are indicated on the enclosed map.

The families object to the currently proposed alignment of Doak Boulevard which adversely affects their properties. The current alignment clips the Meeuwse property and curves through the Mohler property in a manner to which both families object.

The families respectfully request that the alignment be redrawn to respect their current property lines. They are willing to share a right of way in any reasonable manner necessary to accommodate the City of Ripon's circulation system. However, the current proposed alignment is not acceptable to them. Either I or, David Romano, P.E., AICP, of our office is available to discuss alternatives with you.

Thank you for the opportunity to comment upon the Draft General Plan 2035.

Very truly yours,

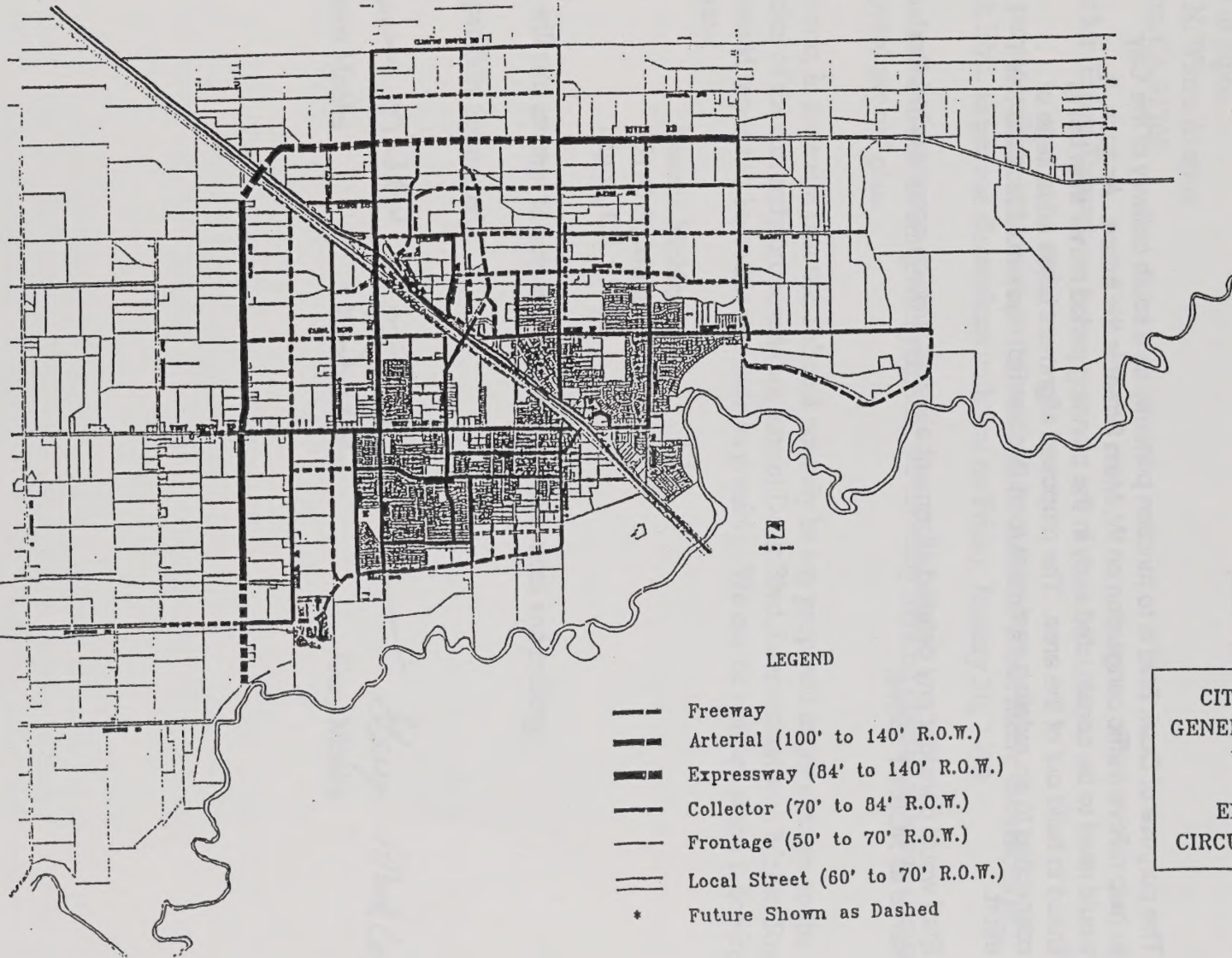
NORMOYLE & NEWMAN

George A. Petrulakis

GAP:ca

cc: Meeuwse Family
Mohler Family
David O. Romano, P.E., AICP

Meenuse
Mphler



LEGEND

- Freeway
- Arterial (100' to 140' R.O.W.)
- Expressway (84' to 140' R.O.W.)
- Collector (70' to 84' R.O.W.)
- Frontage (50' to 70' R.O.W.)
- Local Street (60' to 70' R.O.W.)
- * Future Shown as Dashed

CITY OF RIPON
GENERAL PLAN 2035
VOLUME I
EXHIBIT 3.3 -
CIRCULATION SYSTEM

RIPON GENERAL PLAN 2035

Response to Comments

NORMOYLE & NEWMAN (JANUARY 30, 1998)

- NOR #1. The purpose of Doak Blvd is to function primarily as a south beltway of the City to help relieve traffic congestion on W. Main Street in the future. As such, it would need to be constructed early in the planning period rather than being linked to build out of the area. The proposed alignment takes advantage of connecting to an existing east-west road (Mohler Rd) and would facilitate this effort.
- NOR #2. Staff would consider any detailed alignment alternative which accomplishes the same as NOR #1 above.

31 11 1998
FEB - 6 1998

CITY OF RIPON

February 2, 1998

Planning Director
City of Ripon
259 N. Wilma Avenue
Ripon, CA 95366

Dear Mr. Ernest Tyhurst,

The purpose of this letter is to put in writing our concerns about future extensions of Doak Blvd. as per our discussions with you on Friday, January 30, 1998.

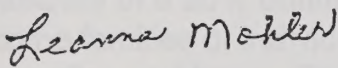
As indicated in our meeting with yourself, we currently have no objections to the existing proposed general plan.

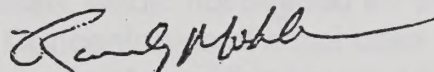
However, in the event that there should possibly be any proposed major changes to the location of the currently proposed (but future) Doak Blvd. intersection with Mohler Road, we would request to be notified as soon as possible. We can be notified at the following address:

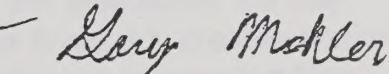
Leanna Mohler
25185 S. Mohler Road
Ripon, CA 95366

We will also attempt to stay informed via public notices and mailings.

Respectfully Submitted,


Leanna Mohler


Randy Mohler


Gary Mohler

RIPON GENERAL PLAN 2035

Response to Comments

MOHLER FAMILY MEMBERS - LEANNA, RANDY AND GARY (FEBRUARY 2, 1998)

MOH #1. Comment Noted. No response necessary.

Page 2-2/Policy A11 - Discussions four years ago with air quality on their requirements under "hot spot" regulations, no buildings-residential, commercial or manufacturing-are allowed where people may be exposed to potentially hazardous materials. The sewer ponds came under this regulation because if the ponds were dried and scarified, toxic dust might be blown into the inhabited area. Air quality calculations based on data obtained in San Francisco gave 800 feet distance in a circle from the edge of the ponds to be adequate for Ripon. Odors were not involved in the requirement. If this regulation is still in effect, permitting within 800 feet for an y development that houses people should be discussed. Where buildings are placed in the industrial zone in the south part of the City, they could be accepted.

1

Page 2-3/Policies F & G - G3 Promote reuse of various waters for beneficial uses has been studied and discussed over a period of 8-10 years. A previous City Council passed an ordinance to utilize ground water with nitrate levels that would not meet the potable water standard, for use in residential developments outside the home (i.e., on lawns and shrubbery using underground piping systems). About 60-70% of the water in residential areas is used outside of the house. Much if not most of the underground water around Ripon within the 100 foot depth is near or higher than maximum nitrate levels for potable water. There is no problem like recovered water from sewerage and industrial wastes. If the cost of implementing a dual water system was shared with the home owner, by reduced cost for the nitrate water to the residents, everyone would profit.

2

Removing the nitrate water in the surface areas would be expected to reduce the amount of nitrates filtering down into the potable water area.

Page 2-5/R4-U, UR - Except for public and quasi-public uses, such densities with the possibility of a 25% bonus increase, would not be good for the community nor low income families or individuals. Concentration of small units invariably creates social and police problems. Other methods of providing housing for low income families should be utilized. Affordable housing should be the key issue.

3

Page 2-36 - It is stated that all of the substandard water lines have been replaced or upgraded. I don't believe completing the engineering to go out to bid for portions of the old part of town meets this criteria. They should be completed as planned under redevelopment.

4

5

Page 3-11 - The original plan at the Jack Tone Interchange had northbound traffic going west on Santos from Jack Tone to 99. A road south off the east side of Santos was to carry trucks coming from the north to Jimco. The northbound off-ramp would be separated from 99 for north Jack Tone by about half a mile from the 99 off-ramp. This would avoid the congestion of the extension of Colony. Was extension of Frederick north of 99 considered? It would be half way between Jack Tone interchange and

6

Austin interchange which Caltrans would normally prefer. Frederick would allow more time for accumulation of funds if Ripon is to carry the expense of an overpass. Completion of Doak from Robert to Stockton would provide as good or better access to industrial areas north of Main Street without the cost of extension of industrial for the potential amount of truck traffic.

6

Page 4-3/Policy F1 - Arbitrarily saying that the minimum staffing level of 1.5 sworn officers per thousand people is too fixed. The proper level could be more or less according to most authorities. The statement can well generate unnecessary labor negotiation problems. The weasel if money is available is easily answered by taking it away from somewhere else. The statement should be removed or at most called a target not a minimum.

7

Page 5-11 - Odors from the sewer ponds are only a problem when they are overloaded. This can be controlled by proper operation.

8

Page 5-12 - Shouldn't the Jack Tone Golf Course be noted as a recreational facility - not a park.

9

Leasing and development of the 35-acre Corps of Engineers site adjacent to Stouffer Park has been pursued for about 10 years. It was available for \$1 per year for 25 years with the right to renew for another 25 years but was turned down by the council.

10

Vol 1 Chap 6

Pages 6-18 & 19 - Growth should be targeted for an average of 4% and not exceed 6% in any year. In the high density zoning can the fire dept handle 50ft building heights?

11

Exhibit 3.5/Pages 4 & 5 - Where will the drainage now going directly into the river to Stouffer Park, Vera, Ruess and Jack Tone be held for solids removal? Will these discharges be exempted from the NPDES requirements when the City exceeds the population limit for implementing?

12

The legends on the various exhibits are not consistent.

Vol 1/Exhibit 2.1 - HS means highway service not high school. HI heavy industry based on North Point Planning district exhibit 2.3.1.

13

The planning district exhibit legends appear to be what is desired. Designating the area just north of the Wilma overpass as commercial doesn't seem desirable if the overpass is extended north to Shasta Rd. As proposed, this road should be shown on the map. If Wilma is extended, the commercial should be near Shasta and have the old overpass area as residential.

14

There is no Neighborhood Commercial legend on Exh 2.1.

15

Exhibit 2.3.6 - Extension of Doak Blvd west along property lines to Olive or Fredericks would serve the south area better than curving south to Mohler. It would make little difference relative to Olive and wouldn't split individual properties. If Olive is to be a major road, it would be better to reach it directly.	16
Exhibit 2.3.8 - Zoning east of Highland is not indicated. Exhibit 2.1 show light industrial & residential.	17
Exhibit 2.3.9 - No high school shown on Exhibit 2.1. It would be better to locate the high school closer to the people who will use it and not next to River Rd which will be heavily traveled.	18
Exhibit 2.3.11 - The area south of Colony and extension of Wilma overpass west of Acacia should be consistent with the zoning north and east of it as low density residential. Light Industry should in general be west of Warren.	19
Exhibit 2.3.13 - shows the area south of the golf course and east of Murphy Rd as low density residential. This is not classified as flood plain on the maps but would be inundated if the levees that protect the orchard broke. Seepage from the river when it is high would also affect the area. It does in the golf course west of it. there are plenty other areas for residential development.	20
All of the maps should be proofed against the individual Planning District map legend.	21

Comments on the General Plan - Ed Feichtmeir (added comment not transcribed on original text)

Page 3-10 - Ripon people utilize the county transit system.

RIPON GENERAL PLAN 2035

Response to Comments

ED FEICHTMEIR - LOCAL CITIZEN (JANUARY 12, 1998)

- ED F. #1. Part 6 of the State Health and Safety Code regulates AIR TOXIC "HOT SPOTS" and requires that certain remediation measures be done if 'sensitive receptors' are located within **500 meters** of any facility regulated under these provisions and discharge of hazardous materials occurs. Any structure which houses humans (i.e., residential, commercial, office or industrial) is considered a 'sensitive receptor' and would be subject to the **500 meter** limit. This distance is somewhat greater than the 1/4 mile distance in the current and proposed general plan, and would appear that changes in the proposed policy might be necessary.
- ED F. #2. Comment noted. No response necessary.
- ED F. #3. Densities such a R4-U are a vital part of any community's efforts to provide sufficient areas for affordable housing. They are, however, not necessarily 'stand alone' efforts and must be linked to a broader housing program. The area presently designated as R4-U in the draft plan represents less than 1% of the total area intended for future development and the development requirements intended for future projects would aid in preventing 'clustering' of such land uses.
- ED F. #4. While the improvements identified in the Ripon Redevelopment Agency Downtown Water System Improvements Project (R.W. Siegfried & Assoc. - 1990) have been completed, the text does need to be changed to more accurately reflect this fact.
- ED F. #5. There is in fact presently limited 'dial-a-ride' service being provided by SMART (formerly SJ CAT), however, a fixed-route intercity service still does not exist. The text will be changed to more accurately describe these services.
- ED F. #6. The description of the Jack Tone Road Interchange Project is consistent with that of the Project Study Report recently approved by Caltrans. Frederick Road is outside they Primary Urban Area of the general plan, however, it is within the Urban Reserve Area south of State Route 99, and its eventual extension would be studied at a later time. At this time, there are no plans for the extension of Frederick Road north of State Route 99 as that area is designated as Agricultural Reserve.
- ED F. #7. The ratio specified in this policy is an accepted industry standard, however, establishing it as a minimum acceptable level does create concern that it would limit the flexibility of both the City Administration and the Department. The text will be changed to more accurately identify the ratio as a 'target' rather than an absolute minimum.

ED F. #8. Comment noted. No response necessary.

ED F. #9. The referenced section is a discussion of future needs. The Jack Tone Golf Course is identified elsewhere in the plan as an existing recreational facility.

ED F. #10. The City continues to discuss the merits of leasing the U. S. Army Corps of Engineer's Park area, however, there are no plans for any development within the area with the exception of the Stanislaus River Bike Bridge Project.

ED F. #11. The plan does project that the growth rate will be an average of 4% to 4.5% annually with build out in approximately 30 years. At the same time, we all recognize that future growth, both residential and jobs-based, is largely dependent on market conditions, as has been demonstrated over the past 5 years. During that period, residential growth resulted in an annual average below 3% target. The purpose of the statement regarding occasional growth above the 6% rate attempts to recognize this condition in the plan, but only enough lands are designated in the plan to provide for a total of 6% increase over 20 years, 4% over 30 years, and 3% over 40 years. In this way the integrity of the growth accommodation measures established by the City are maintained.

For those projects which exceed 35 feet in height, the City already requires additional mitigation to deal with fire fighting issues. These include, but are not necessarily limited to, the purchase of necessary equipment.

ED F. #12. According to a proposal by EPA, cities under 100,000 and small construction sites (between 1 and 5 acres in size) will have to start regulating discharges from storm sewers by May 31, 2002. While the exact language has not been finalized, it is anticipated that a final rule will be approved by EPA by March 1, 1999. The new rules are being designated Phase II, Phase I rules are already in effect which regulate communities with populations greater than 100,000. The new Phase II rules will encourage small communities to use "best management practices" or BMP's which might include: public education programs that suggest limiting use and runoff of garden chemicals, a soil and erosion control ordinance, as well as good housekeeping measures for municipal operations. If after implementing these BMPs there is still a water quality problem, the community would need to expand or use better tailored BMPs in their measurements to result in water quality improvement. Likewise, those municipally-owned industrial facilities which have been excluded from Phase I, must apply for permit coverage by August 7, 2001.

ED F. #13. Comment noted. No response necessary.

ED F. #14. Comment noted. No response necessary.

ED F. #15. The redesignation of a portion of this area to low density residential may be possible.

ED F. #16. Comment noted. No response necessary.

- ED F. #17. The purpose of Doak Blvd is to function primarily as a south beltway of the City to help relieve traffic congestion on W. Main Street in the future. As such, it would need to be constructed early in the planning period rather than being linked to build out of the area. The proposed alignment takes advantage of connecting to an existing east-west road (Mohler Rd) and would facilitate this effort.
- ED F. #18. Commend noted. No response necessary.
- ED F. #19. Any future high school would be intended to serve a region and because of circulation and access needs, such facilities function better when served by arterial/collector roads.
- ED F. #20. The placement of non-residential land uses in this area is intended to comply with the 1,000 foot separation requirement between certain types of existing heavy industrial uses and new residential development.
- ED F. #21. This area has been designated as a special study area, therefore, any development in the area would require more specific planning and greater development requirements before a project is approved.

JAN 20 1998

COMMENTS OF RIPON GENERAL PLAN 2005

CITY OF RIPON

pg 2-9 "Phased Development

add after first sentence: Phasing is designed to promote development first of those areas contiguous to the urban core area as stated in policy A-3.

1

Suggestion on organization re planning areas: place text and exhibit on opposing pages for ease of reference rather than back-to-back.

2

pg 2-21 under streets, Manley Rd already exists south of Milgeo, what is the intended text?

3

pg 3-9 typo in table 3.2 on collector definition

4

pg 3-18 shouldn't E. Main and Hiway 99 be a potential signalized intersection?

5

pg 3-19 Shouldn't the SMART service to Ripon and the soon to be added rail commute service from Manteca be added to the text?

6

pg 5-2 policy D5 seems unclear, it seems as if some text is missing on recharge areas

7

pg 6-4 Add to policy A1a this statement: New developments will be encouraged to plan lots of varying sizes and cost with a corresponding variance in home cost to meet the need for low-cost housing.

8

pg 7-4 typo in first paragraph -- should read --autos, appliances and home furnishings.

9

Vol II pg 4-14 Sewage Disposal Issues --missing text? statement unclear

10

4-16 Other Utility Issues Do we have a policy for or should there be one regarding Undergrounding of utilities in the older areas of the city. Could there be a utility fee assessed at some level to create a fund for this purpose?

11

pg 4-19 text is unclear in the last paragraph in the left column

12

pg 4-30 Minor Arterials -- East Main St (hiway 99 to Milgeo) is included of pg 4-22 but not on this page

13



RIPON GENERAL PLAN 2035

Response to Comments

DALE LARSON - RIPON PLANNING COMMISSIONER (JANUARY 20, 1998)

LARSON #1. The text will be changed.

LARSON #2. Provisions will be made to correct this.

LARSON #3. The sentence will be corrected.

LARSON #4. The table will be corrected.

LARSON #5. All intersections not already signalized in the current city limits will be added to the list.

LARSON #6. The text will be updated to identify this service.

LARSON #7. The paragraph will be changed to correct this.

LARSON #8. New text will be added to address this issue.

LARSON #9. This sentence will be corrected.

LARSON #10, #11, #12, AND #13 involve the EIR and responses will be provided on separate sheet(s).



HENRY M. HIRATA
DIRECTOR

COUNTY OF SAN JOAQUIN
DEPARTMENT OF PUBLIC WORKS
P. O. BOX 1810 — 1810 E. HAZELTON AVENUE
STOCKTON, CALIFORNIA 95201
(209) 468-3000
FAX (209) 468-2999

VIA FAX/LETTER
(209) 599-2685

THOMAS R. FLINN
DEPUTY DIRECTOR
MANUEL LOPEZ
DEPUTY DIRECTOR
STEVEN WINKLER
DEPUTY DIRECTOR

February 5, 1998

FEB - 9 1998

Mr. Ernest A. Tyhurst, Director
Department of Building and Planning, City of Ripon
259 North Wilma Avenue
Ripon, California 95366

CITY OF RIPON

SUBJECT: CITY OF RIPON GENERAL PLAN (2035) DRAFT ENVIRONMENTAL IMPACT
REPORT

Dear Mr. Tyhurst:

Please replace our fax/letter February 4, 1998 with this revised fax/letter. The San Joaquin County Department of Public Works has reviewed the environmental document for the above proposed project. Our concerns, recommendations, corrections and requests for additional data or mitigation are as follows:

Page 3-14

San Joaquin County Department of Public Works does not agree with the statement, "Only minor traffic impacts on the Austin road interchange will result with the construction of an Olive Avenue interchange. No capacity issues are projected on Austin Road or the Austin Road interchange from Ripon development, if the Olive Avenue interchange is constructed."

GENERAL COMMENTS

The land uses identified in the document will generate a large amount of traffic. The Traffic Analysis section is limited to the immediate Ripon area and does not sufficiently analyze impacts to Unincorporated County roads. Therefore, additional analysis (for county roadways in and adjacent to the planning area) and mitigation needs to be performed for Unincorporated San Joaquin County roadways and intersections as they will likely be negatively impacted.

All proposed developments or businesses shall submit plans for compliance with the attached Waste Plan Format. The plan should be submitted to the San Joaquin County Department of Public Works Solid Waste Division for approval.

It is requested that all Lead Agencies send at least three copies of environmental documents (Initial Studies, Negative Declarations, Environmental Impact Reports) for San Joaquin County Department of Public Works review. This will speed up our comment delivery to you. All comments will be sent by fax/letter, with the original fax/letter being

1

3

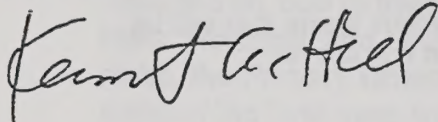
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mailed the day of transmission to the responsible agency.

Thank you for the opportunity to be heard. Should you have questions or need additional information regarding the above comments, please contact me at (209) 468-3073 or send your fax, attention: Environmental Coordinator, to (209) 468-2999.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kenneth A. Hill". The signature is fluid and cursive, with the first name "Kenneth" being more prominent than the last name "Hill".

KENNETH A. HILL
Environmental Coordinator

WJ:DE:KAH:ti

c: Manuel Lopez, Deputy Director/Development
Wes Johnson/Solid Waste Division
Dan Johnson/Transportation Planning/Division

SAN JOAQUIN COUNTY WASTE PLAN FORMAT FOR DEVELOPMENT PROJECTS

I. Waste Generation Analysis

- A. Discuss the types of solid and hazardous waste that will be produced. Include specific waste types (e.g. No. 2 plastic, lawn clippings, glass, oil*, paint, antifreeze, tires). Include waste generated due to the maintenance of the facility as well as residential occupation.
- B. Estimate the annual quantities of solid and hazardous waste that will be produced, per waste type as identified in Section I, A above.

II. Waste Diversion Analysis

- A. Discuss the processes and types of solid and hazardous waste that will be diverted from disposal through source reduction. (Source reduction processes reduce the amount of waste that is normally generated).
- B. Estimate the annual quantity of solid and hazardous waste that will be diverted through source reduction, per waste type identified in Section II, A above.
- C. Discuss the types of solid and hazardous waste that will be diverted from disposal through recycling (e.g. cardboard recycling).
- D. Estimate the annual quantity of solid and hazardous waste that will be diverted through waste types, per waste type identified in Section II, C above.
- E. Discuss market availability for diverted materials.

III. Waste Storage

Discuss the methods that will be used to store solid, hazardous waste and recyclables on site prior to collection for diversion or disposal. Include a discussion on the location of areas designated for collection and storage on the site plan, access to collection areas by residents, access to storage areas by collection vehicles and types of collection/storage containers to be used.

IV. Waste Collection

Discuss the methods that will be used to collect and transport recyclable materials to market and solid and hazardous waste to disposal sites. Estimate frequency of onsite materials collection/disposal.

V. Waste Disposal

Identify the facilities to be used for disposal of solid and hazardous waste identified in I above. Discuss the impact of increased waste quantities on disposal facilities.

VI. Records

Discuss the methods to be used to report to the County the annual quantities of waste diverted and/or disposed.

RIPON GENERAL PLAN 2035

Response to Comments

COUNTY OF SAN JOAQUIN - DEPARTMENT OF PUBLIC WORKS (FEBRUARY 5, 1998)

- SJ PW #1. The traffic model prepared by COG staff developed traffic load estimates to a variety of roads in the surrounding unincorporated areas for the original 'preferred land use alternative'. Generally, while most of those road were not impacted all, due to their character and locations, at least four (W. Ripon, Austin, North Frontage, and Graves Roads) were being impacted significantly. As a result, the Primary Urban Area was modified (the total area was reduced and some of the land uses which were creating the unacceptable levels of impacts were reduced or changed), and the addition of the Olive/River interchange reduced the impacts to a less than significant level.
- SJ PW #2. Staff agrees that the wording of the referenced paragraph is inaccurate and it will be corrected.
- SJ PW #3. Comment noted. Refer to response to #1 above.
- SJ PW #4. The City's project review process, including environmental, already includes referral to SJ Public Works Department.
- SJ PW #5. Unfortunately, due to limited funds and the great numbers of agencies involved in the City's project review process, extra copies of project documents are not possible at this time. However, should that situation change, staff will be glad to provide more.

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201
TDD (209) 948-7773
(209) 948-3975



RECEIVED January 29, 1998

FEB - 4 1998

CITY OF RIPON

10-SJ-City of Ripon
Draft General Plan 2035
Environmental Impact
Report / Technical Appendix

Mr. Ernie Tyhurst
Planning Director
City of Ripon
259 North Wilma Avenue
Ripon, CA 95366

Dear Mr. Tyhurst:

Thank you for the opportunity to review the Draft General Plan 2035, Environmental Impact Report and Technical Appendix for the City of Ripon. Caltrans has circulated the document through our normal interdepartmental review process and offers the following comments:

Volume I - Chapter Three. Circulation and Transportation

The Traffic and Circulation Element of the Draft General Plan does not discuss the potential need for future improvements on State Route 99. The traffic forecast for this corridor already shows the need for 8 lanes within the next 20 years. The document's consistent referral to a new interchange at Olive Avenue and SR-99 must also be consistent with the projected impacts on the SR-99 mainline. Caltrans would like to request a more detailed analysis or some discussion of these impacts based on the General Plan land use assumptions, and network improvements as developed by the San Joaquin Council of Governments. This documentation should also cover the impacts of the General Plan build-out scenario on the areas outside of the City's planning area. This is in recognition of the City's economic importance to the surrounding communities, and it's potential influence on the State Highway's network of inter-regional facilities in the Central Valley (i.e. State Route 120, I-5, and I-205).

- **Page 3-14** Second Street and Main Street on and off ramps can be lengthened through the encroachment permit process if the construction cost is \$1,000,000 or less. When Milgeo (Wilma) Avenue is realigned and new right of way is needed for the on and off ramps a Project Study Report will be required if the cost is over \$1,000,000.
- **Page 3-18** Currently Highway 99 is being widened from 4 to 6 lanes from Milgeo Avenue to south of the Highway 120 junction. Included in the widening project Olive Avenue will be permanently closed and will be a cul-de-sac.

- **Page 3-20 - Park and Ride Lots** Park and Ride lots should be located near urban interchanges, incorporating transit loading areas.

4

Volume II - Environmental Impact Report

- **Exhibit 3.6 - Circulation Diagram, Page 3-14** If the proposed Olive Avenue interchange is found to be a feasible alternative it must be equally spaced between Austin Road and the Jack Tone Road interchanges. Even though Austin Road is outside the jurisdiction of Ripon, the General Plan should identify cumulative traffic impacts to the Austin Road interchange. It is the policy of the Federal Highway Administration to locate urban interchanges at least one mile apart. However, since the proposed interchange at Olive Avenue will be less than one mile, auxiliary lanes will be required from Jack Tone Road to Austin Road.
- **Chapter Four - Environmental Setting, Impacts and Mitigation Measures, Page 4-27** A Project Study Report (PSR) and Concept Approval for the proposed State Route 99 / Olive Avenue interchange will be required as well as a revision to the current Freeway Agreement for State Route 99. As development occurs additional studies will be needed.
- The draft General Plan identifies the new interchange as traffic mitigation but will have no formal standing until the interchange is approved by the California Transportation Commission and the Federal Highway Administration (FHWA). Other highway related improvements, such as auxiliary lanes may be necessary in conjunction with the approval of this facility. Mitigation Measures, including phasing of improvements and financing mechanisms, need to be identified and incorporated into the City of Ripon's Public Facilities Financing Plan.

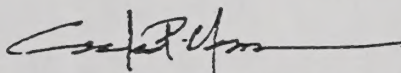
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Thank you for the opportunity to comment on the Draft General Plan 2035. We look forward to working with staff as the General Plan progresses. If you have any questions regarding these comments, please contact Chris Sayre of my staff at (209) 948-7142.

Sincerely,



**CARLOS P. YAMZON, Chief
Transportation Planning Branch B**

**RIPON GENERAL PLAN 2035****Response to Comments****CALTRANS - DISTRICT #10 (JANUARY 29, 1998)**

- Caltrans #1. True. Improvements to, and construction of, frontage roads paralleling the mainline and construction of a new full service interchange are projects identified in the Public Facilities Financing Plan for funding.

Staff determined, based on the potential net traffic generation indicated in the COG model attributable to new development, including attractions to jobs-based development, and the fact that it has been predetermined that the freeway will have 8 lanes within the next 20 years, there was no need for further discussion.

Impacts on areas outside the city's planning area (i.e., county roads) have been reduced to a less than significant level with the balance of jobs-based development and housing, and the construction of a circulation system that focuses access to and from strategic locations within the city itself.

- Caltrans #2. Comment noted. No response necessary.

- Caltrans #3. Comment noted. No response necessary.

- Caltrans #4. The park & ride lot location at the Nestles parking lot was selected for its safety aspects, and its close proximity to a proposed multimodal facility identified in the Measure K Strategic Plan. Similar rationale will be used for siting future park & ride lots, if needed.

- Caltrans #5, #6, and #7 involve the EIR and responses will be provided on separate sheet(s).